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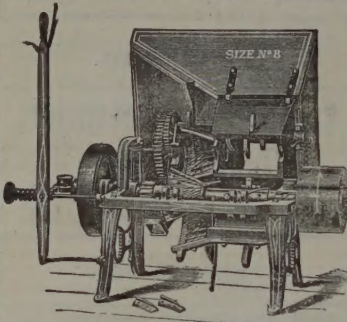
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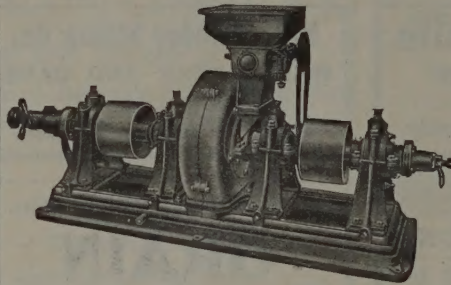
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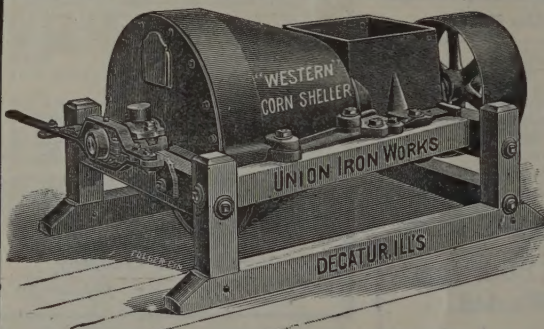
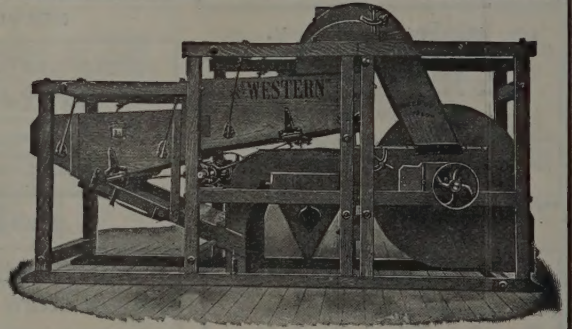
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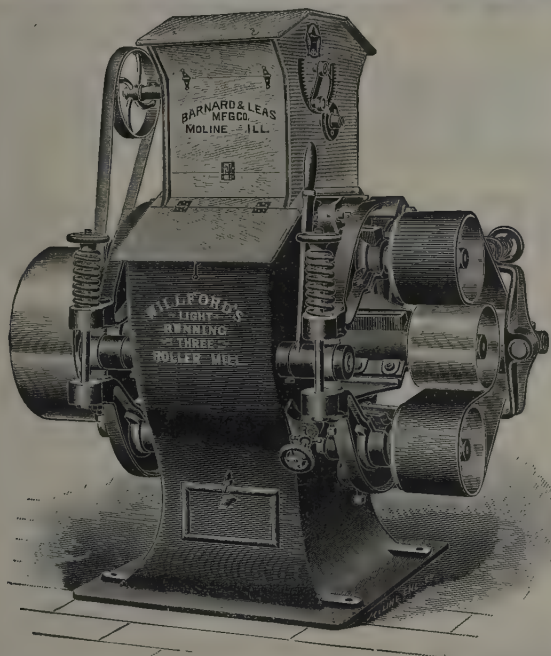
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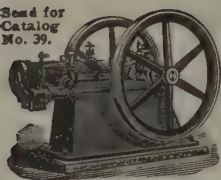
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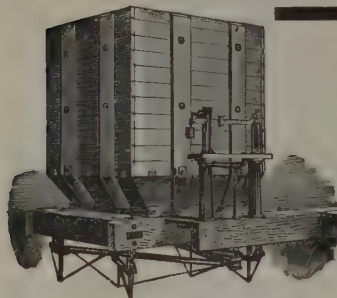
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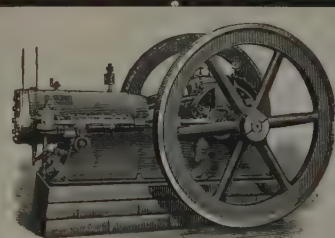
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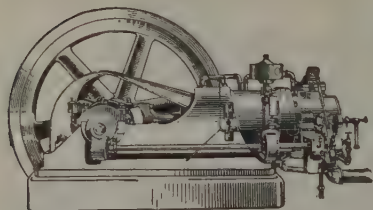
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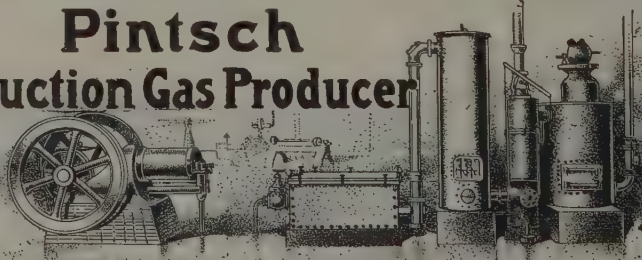
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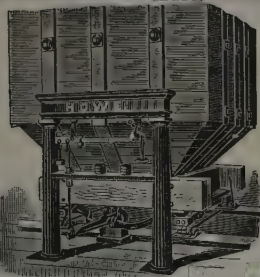
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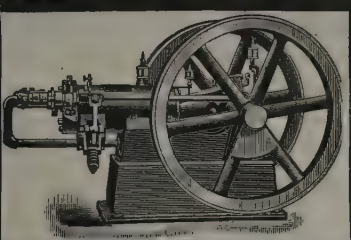
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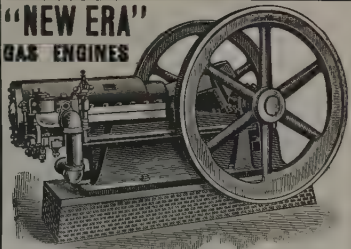
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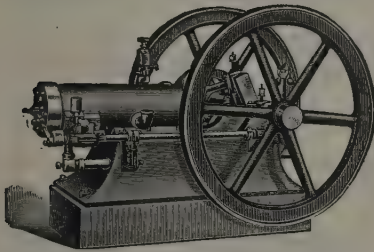
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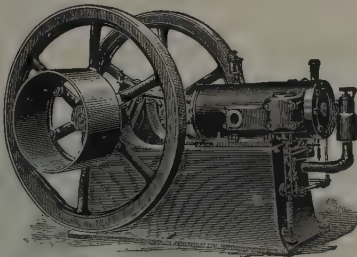


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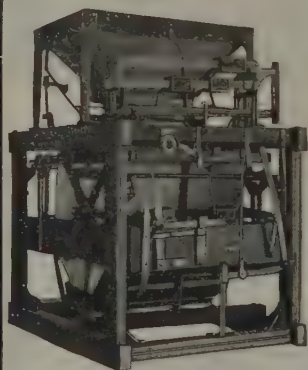
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For weighing grain into cars, bins or sacks.

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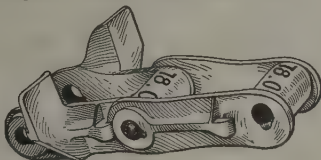
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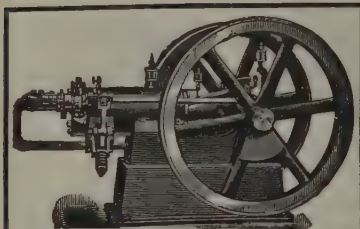
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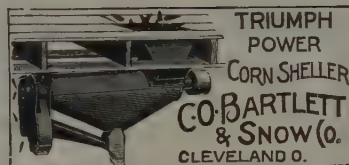
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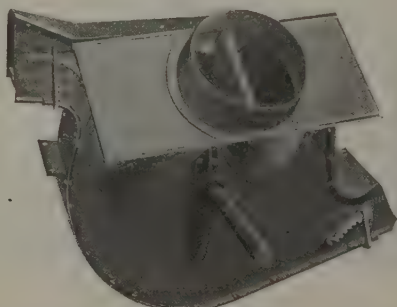
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Quickly placed in position by one man. Loads both ends of the car at the same time. Requires less than 3 h.p. to operate.

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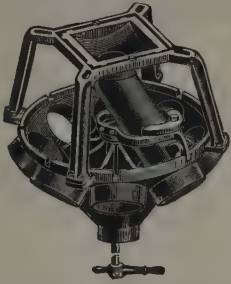
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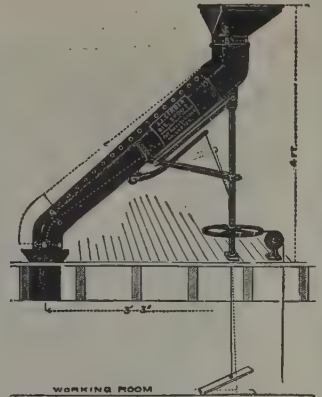
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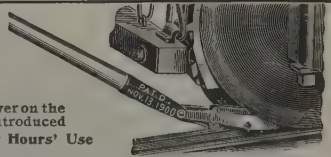
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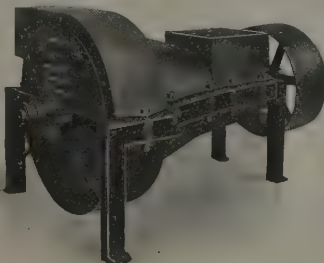
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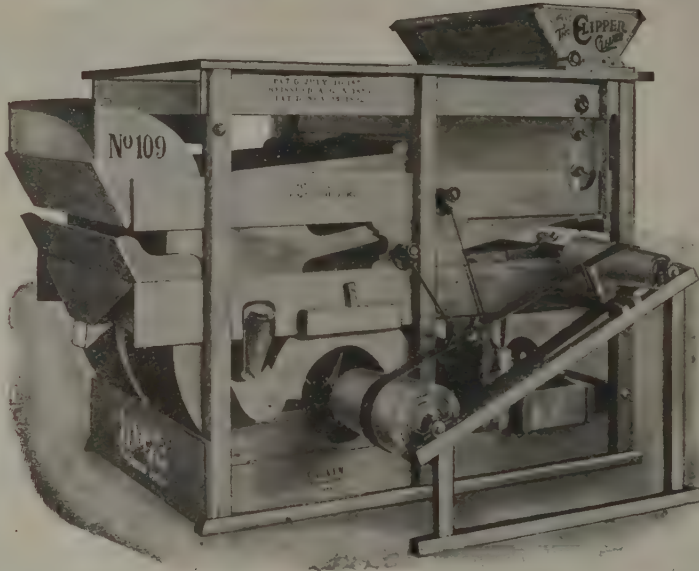
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This machine will grade and clean corn for seed in large quantities and do exceptionally fine work. It is adapted to handling all varieties of field and sweet corn. By use of the air blast all chaffy and shrunken kernels, with husks, silks and pieces of cob are carried out. The carefully perforated grade screens will dispose of all butt or tip grains, leaving an excellent grade for use on edge drop planters. Our machines are easy to install, simple to operate and require less power than any other cleaner of like capacity. They are sold upon a liberal guarantee of satisfaction. Write for catalogue.

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is the machine you **must** have if you want clean corn; corn that will grade and bring the top of the market every time. ¶One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. ¶This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of Corn Shellers and Cleaners as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

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FOR SALE—Half or whole interest in a 75 barrel water power mill, 30 miles from Milwaukee. A money maker. Running 300 days a year. Address H. Thien, 2518 State St., Milwaukee, Wis., for full particulars.

60 BARREL steam flour mill; sifter system; burr for feed and meal; recently remodeled. Good trade on flour, feed, coal and hay; on Big Four Ry.; splendid elevator site in connection; nearest mill, ten miles; located at Lynn, Ind., population 1,200; 2 railroads, bank and other conveniences. Rich farming country; good wheat section. Address F. E. Slick, Lynn, Ind.

AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

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If Not Do Not Delay. Order Now and be Ready

The Hess Drier is standard, and 95 per cent of all grain drying is done by this machine. It is used everywhere, and is the only *reliable* device of its kind. Free booklet.

Hess Warming & Ventilating Company

707 Tacoma Bldg. : : CHICAGO

ELEVATORS FOR SALE.

UP-TO-DATE eltrs in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

ELEVATOR FOR SALE at Carlos City, Ind. Address H. A. Gaddis, Modoc, Ind.

FOR SALE—A line of six elevators in Western Ohio. Address Aaron Smick, Decatur, Ill.

ELEVATOR FOR SALE in northwestern Iowa. Address Box 185, Harwarden, Iowa.

ELEVATOR Bargains from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

FOR SALE—A line of twenty elevators in Northern Iowa. Easy payments. Address Box 507, Mason City, Iowa.

FOR SALE—A line of ten elevators in Oklahoma, or will trade for farm land. Address Aaron Smick, Decatur, Ill.

FOR SALE—Elevator in one of the best grain towns in Illinois. Address Valley, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

ELEVATOR and coal business for sale in good grain country; no competition within seven miles. Address John Butzer, Hillsdale, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Ill.

FOR SALE—Two cribbed elevators in best grain district of South Dakota; a fine proposition. Address Ward, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—The best paying small elevator with hay, potato and fruit business in Michigan. Address Ling, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE, rent or exchange—Good mill and elevator located in a fine wheat and grain country. Favorable terms. Address Real, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale located on the Great Northern R. R.; 15,000 bushels capacity; gasoline engine and dump scales. Address City, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of the best elevators in eastern Kansas; good corn, oats and wheat territory; a good money maker. Address Johnson, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE or will trade for Iowa land, a good grain and coal business located in central Iowa. Possession at once if wanted. Address Mel, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR and lumber and coal yards for sale at a bargain; handles 100,000 bushels annually. First-class condition. Lumber business will pay 10 per cent on entire investment; 1,000 tons of coal retained in 1905. Address Retiring Partner, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—One of the best elevators in eastern Nebraska; good corn, oats and wheat territory. Good reasons for selling. Address McCarthy & Sturm, Union, Nebraska.

GOOD 35,000 CAPACITY cribbed elevator in northwestern Iowa for sale. Good reasons for selling. For particulars address S. T. J., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—At one of the best grain points in central Nebraska, a 15,000-bushel elevator doing a good business. Good reasons for selling. Address C. M., Box 4, Grain Dealers Journal, Chicago.

ELEVATOR for sale—20,000 bushels capacity; all modern improvements; 30 miles west of Omaha; handles 150,000 bushels a year. Address Dock, Box 4, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA ELEVATOR for sale, capacity 20,000 bushels, doing good business. Price right. Good reason for selling. Address South Dakota, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In northwestern Iowa, 35,000-bushel elevator and coal business. House will handle 100,000 bushels; coal 700 to 800 tons. Address A. H., Box 3, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ELEVATORS for the price of one, located on Illinois Central railroad, in northwest Iowa, in good town; good business and good reasons for selling. Address Lock Box 117, Estherville, Iowa.

ELEVATOR AND RESIDENCE for sale in western Ohio. Fine grain country and place. Good business, making money. Full particulars to all who mean business. Address F. P. J., Box 3, Grain Dealers Journal, Chicago, Ill.

GRAIN, coal and lumber business for sale in western Indiana; will be sold right. Here is a good chance. No competition in either line. If you mean business write at once. Address Ton, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE—30,000 bushel elevator and cattle-feeding business, home, etc.; volume of business exceeds two hundred thousand annually. Value \$12,000 cash, or Illinois land. Address A. H. Rife, Dallas City, Ill.

FOR SALE—New 2,500 bushel elevator at bargain in one of the best grain points in South Dakota; town about 1,800 population and county seat. Do not answer unless you mean business. Address Vig, Box 4, Grain Dealers Journal, Chicago, Ill.

AN EXCEPTIONAL OPPORTUNITY to invest \$15,000 to \$25,000 in the receiving and shipping, grain and hay business at Cincinnati, Ohio, with or without services. Business established. Address Cincinnati, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Old established grain business less than 100 miles from Chicago; 90,000 bushels capacity; business as well as buildings in first-class condition. Good reasons for selling. Full particulars by addressing Lark, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—One elevator at Redkey, Ind., and one at Powers, Ind. Price for both \$8,000. Address Box 661, Redkey, Ind.

ACT QUICK—For sale, a new elevator, large grain point, low inc. rate, located in Illinois. Priced cheap on easy terms. Address R. S. W., Box 3, Grain Dealers' Journal, Chicago, Ill.

FOR SALE—Warehouse—New Fairbanks wagon scale, land 100 by 194 ft.; good town; Mo. Pac. Ry.; Saline County, Mo. Station ships 250 to 300 cars yearly; wheat and corn; good coal business. A bargain at \$1,500. Address F. P. Lint, Atchison, Kans.

ELEVATOR FOR SALE—in central Illinois; best wheat and corn county in state; thirty thousand bushels capacity; wagon and hopper scale, 10 h. p. gasoline engine, brick engine house modern in every respect. Address Agent, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE—Located in Central Michigan; doing good business in every line; 15,000 bushels capacity; 35 h. p. Olds gasoline engine, Fairbanks scale, corn sheller cob crusher, big grinder and everything complete and up-to-date. Will make you a deal. Best reasons for selling. Address N, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale—50,000 bushels capacity; oat house, 20,000 bushels capacity double shingle roof; corn crib, 15,000 bushels capacity, at station handling one million bushels with three dealers; one 3 roller Willford and one Bowsher steel mill. A good feed business. Here is a good opening for some one. Address John, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ELEVATORS located in best farming country in Illinois; 1 new up-to-date, built 1905; other good house used considerable; capacity 12,000 to 15,000 bushels each. Only elevators in town of 500 on C., B. & Q. R. R. Sell right; other business takes my time. Good retail feed and coal business. Address Jack, Box 4, Grain Dealers Journal, Chicago, Ill.

GOING to retire from business. Owing to poor health, will sell my elevators at New Carlisle and Mechanicsburg. The latter one was fully described in the Journal of Feb. 10th. The former one is without doubt the grandest site and the most complete plant in Ohio. Situated on 2½ acre lot which I own and which contains elevator in good repair, portion of same completed this fall and the following buildings built in 1905: three story implement and vehicle warehouse and salesroom, double office, coal business, flour feed and implement repair building and new stable which will hold 25 horses. If interested write for full particulars. Address S. A. Muff, New Carlisle, Ohio.

ELEVATORS FOR SALE.

NEW ELEVATOR on Burlington in Nebraska; 15,000 bushels capacity; Fairbanks engine, hopper scale. Good reason for selling. Address Hec, Box 4, Grain Dealers Journal, Chicago, Ill.

NEW 30,000 bushel elevator; situated in a city of 2,500 population; in north-eastern Indiana; no competition; will rent for one year for \$1,200 and give party privilege of buying at end of year for \$9,000 and let rent apply on purchase. Or, would like partner with \$3,000 who contemplates buying if place suits and I furnish elevator against his capital. Best references furnished and required. Address Dab, Box 4, Grain Dealers Journal, Chicago.

ILLINOIS ELEVATORS for sale—4 country elevators in Illinois between Decatur and Springfield in the best corn and oats section of the state. Cost \$30,000, will sell them quick for \$26,000; half down or will sell half interest for \$14,000 if party will take charge of them. Best of reasons for selling. This is a fine offer for the right party and will make good money. Address Decatur, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL BUY an elevator. Send description to Geo. Susdorf, Rantoul, Ill.

WANT TO RENT or buy elevator. Address Box 154, Lesterville, S. D.

ELEVATOR wanted in Indiana or Illinois. Address A. D. Stanford, Chatsworth, Ill.

WANTED—To buy or rent Kansas elevator in good grain town. Address Peter Lorenz, Marion, Kansas.

WANTED—to buy an elevator handling not less than 200,000 bushels annually. Address Lock Box 15, Wellsburg, Ia.

WILL EXCHANGE 110 acre central Iowa farm for elevator and coal business. Address W. O. S., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Up-to-date elevator in Illinois; doing good business. Give full particulars and description. Address A. C. Kaiser, Granville, Ill.

ELEVATOR or mill and elevator wanted for good improved Illinois, Missouri or Iowa farm. Address Inde, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED to buy a line of four or five elevators in the northern part of North Dakota; would accept a good location in the Red River Valley. Address C. S. J., Box 199, Easton, Minn.

ELEVATOR WANTED—in central or western Indiana; must be in good condition with plenty of business. Give full particulars first letter. Address A. B. Cohee & Co., Frankfort, Indiana.

WANT TO LEASE with purchase privilege an elevator in good repair; also actively engaged in handling grain, or will buy or lease ground for erection of elevator. Address W, Box 10, Grain Dealers Journal, Chicago, Ill.

WILL PAY CASH for an elevator located either in Illinois or Indiana; must be doing a business of not less than 175,000 bushels per year. Give full particulars in first letter. Address Sam, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATOR WANTED—Will exchange good farm of 104 acres in Morrow County, Ohio; three-fourths black land; good buildings, a well-improved farm for an elevator; must be a good point in western Ohio or eastern Indiana. Address G. A. Hirsch, Celina, O.

ELEVATOR WANTED—In any of the grain states. About 20,000 bushels capacity, handling two to three hundred thousand bushels a year. Give full description of elevator and how far is competing station each way, how many elevators in the town and on what margin you handle grain. Address A. F. Gilchrist, Harvey, N. D.

SITUATIONS WANTED.

POSITION WANTED—as bookkeeper in grain office or manager of line of elevators. Best references. Address G. J. S., 410 W. North St., Pontiac, Ill.

SITUATION WANTED—To run grain elevator in the Dakotas or Minnesota; had two years' experience; can give best of reference. Address C. M. Dale, Brown Valley, Minn.

POSITION WANTED with grain firm as manager and buyer at station or bookkeeper and general office man. Good references. Address Mon, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain station in either Illinois, Iowa or Indiana. Strictly temperate; best of references. Address Will, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By industrious young man as grain buyer at station, manager or solicitor or good grain position. Best references. Address E. R. T., Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED with some good firm soliciting business from country grain shippers. Long experience in country station work. Address, Ohio, Box 4, Grain Dealers Journal, Chicago.

SITUATION WANTED—by experienced scale man to travel and repair scales for some Co-Operation; can give best of references. Address Scale Expert, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of country elevator; have been actively engaged in grain business for 18 years; last 10 years for myself. Address Indiana, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—as grain buyer or manager of country elevator; have had several years' experience and can give good references; understand machinery and steam engine. Address V. E. Windsor, Bethalto, Ill.

BOOKKEEPER—Experienced in grain and implement business wishes position with grain or track-buying firm. Must receive good salary. Might take interest in A-No. 1 business. Address Dick, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED with good, reliable Chicago house by an experienced man, well acquainted with the grain trade in Illinois, Iowa and Nebraska. Can get plenty of business for a good house. Address Vage, Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED—By two young men; one for office and one for elevator; 8 years experience and very best references. Will take charge of country elevator and guarantee satisfaction. Address Men, Box 4, Grain Dealers Journal, Chicago, Ill.

GRAIN, BROKERAGE AND COMMISSION MEN—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 714½ Francis St., St. Joseph, Mo.

POSITION WANTED as foreman or manager of a country grain station either on commission or salary. I understand both steam and gasoline power; also lumber. A good accountant; a hustler for business; have had 18 years' experience in grain and lumber business. Address Al, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—Young married man desires position with some country elevator company; have had 12 years' experience in the Grain Commission Business on Chicago Board of Trade; also several years with large elevator company; can furnish best of references as to ability and habits. Reasons for leaving Chicago, family prefers country life. R. G. Freymark, 1227 Fulton St., Chicago, Ill. Keep this ad before you.

POSITION WANTED—By experienced grain, hay, bean and wool buyer as manager of elevator or line of elevators or track buyer; experienced in routing and handling cars in transit; have had 14 years experience in all of the above lines for myself; have built three elevators and operated them myself; have been in the track business, good established trade in the south and east. Must have good salary; will furnish the very best references and guarantee satisfaction in any part of the elevator business. Address H. E., Box 4, Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY WANTED—Can use 100 to 200 cars No. 2 and No. 3 timothy hay; also 100 cars threshed timothy hay. Give me a trial. Leo McDaniel, Commission Merchant, 613 Ohio St., Cairo, Ill.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents.

GRAIN DEALERS JOURNAL,

255 LaSalle Street,

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ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

EIGHT h. p. New Era gas or gasoline engine. Up-to-date. Good as new. Address Box 96, Emerson, Nebr.

PORTLAND ENGINE 10 x 16 center crank, complete without governors; in first-class condition. Address M. J. Lee, Crawfordville, Ind.

STEAM ENGINE, 12x24, new, drop cut-off valves. Economical.

GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

FOR SALE—3 h. p. portable air cooled gasoline engine with spark plug, batteries, carburetor and coil, ready to run; little used; \$50 will take it. Address F. W. Rose, Monroe, Mich.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Missouri.

GASOLINE ENGINES—SECOND-HAND 6 h. p. Fairbanks; 10 h. p. Howe; 2 1/2 h. p. steam 2 to 200 h. p.; write us your needs. WE BUY and SELL EVERYTHING. Harris Mch. Co., Minneapolis, Minn.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

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GASOLINE ENGINES FOR SALE
1 6 h. p. Alamo engine, complete with electric spark; used two years.
1 20 h. p. Olds engine, used 3 years.
1 25 h. p. Olds engine, used 4 years.
1 9 h. p. Foos engine, used 15 months, replaced with a 15 h. p.
1 22 h. p. Foos engine, used 2 years.

ALLEN P. ELY & CO.,

OMAHA, NEBR.

ENGINES AND BOILERS.

10 h. p. boiler and steam engine for sale, cheap. Complete outfit. Address Chas. A. Pfund, Luverne, Iowa.

FOR SALE Cheap, 12 h. p. Ames Steam Engine and upright boiler. Lancaster Bros., Columbia City, Ind.

MACHINES WANTED.

WANTED—Second-hand machinery for 25,000 to 50,000 bushel elevator; including feed mill, dryer and so forth. Must be in first-class condition. Address Dabney Brokerage Co., Newport News, Va.

SEED POTATOES.

CHOICE MICHIGAN seed potatoes for sale. I can assort you a car of the choicest kinds in 2 1/2-bushel sacks and tagged with the variety, or can load you part car of eating and fill up with seed stock. Let me quote you prices. Address Will Curtis, Reed City, Mich.

MISCELLANEOUS FOR SALE.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1 8,000 pound Fairbanks hopper scale and hopper, 1 No. 00 end-shaker and dustless grain separator. Address F. H. Hoerman & Co., Washington, Kansas.

FOR SALE

1—200 bushel Howe hopper scale. Good as new; used less than 90 days.

1—8 in. x 4 ft. Hess Snyder & Co., Friction clutch pulley. Good as new. M. E. Frazier, Seville, Ohio.

FLOUR, FEED, Feed-grinding, Salt and Implement business for sale; 47 miles north of Chicago on the C. M. & St. P. Ry.; good location for buying hay and grain. Full particulars given on application. Address E. J. Murrie, Russell, Ill.

FOR SALE—One No. 4 Monitor receiving separator; One Fairbanks hopper scale 100 bushels capacity; One Fairbanks 5-ton wagon scale, dump pattern; 2 stand of elevators complete and a lot of wood split pulleys; little used and in good condition. Address Henderson & Coppock, West Milton, Ohio.

SPECIAL BARGAINS—in brass grain testers; 1-25 h. p. gasoline engine, Lambert make; steam engines and boilers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators and oat clippers. Write for circular and what you want. If we have not got it, know where we can get it. Address A. S. Garman & Sons, Akron, Ohio.

FOR SALE

1—No. 1 Richmond corn and cob crusher,
1—12" vertical Buhr mill,
1—14" farm and plantation mill,
1—18" farm and plantation mill,
1—2 hole Favorite corn sheller,
1—10" Appleton disc mill,
1 Small meal sieve,
1—No. 1 New Holland feed grinder,
1—No. 2 New Holland feed grinder,
1—150 bu. Howe hopper scale with hopper
1—600 lb. portable scale,
1—800 lb. portable scale.

HOLLISTER-WHITNEY CO.,
122 South Fifth St., Quincy, Ill.

FOR SALE

6 Odell roller mills double,
100 h. p. B. & W. water tube boiler,
4—1/2 ft. burr mill,
4 No. 2 Smith purifiers,
1 Centrifugal flour dressing machine,
28 elevator boots and heads with legs.
belts and buckets complete,
1 pair Howe 60 bushel hopper scales,
2 flour packers,
126 iron pulleys, various sizes,
110 bevel and spear gears, various sizes.
Lot of shafting, bearings, couplings, etc.
All of above very cheap.

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EUREKA OAT CLIPPER, No. 4, for sale. Practically new. Cheap. Address Mathews & Copeland, Wymore, Neb.

McGRATH CORN SHELLER, No. 2, left hand; thoroughly overhauled and as good as new. Address M. J. Lee & Son, Kempton, Ind.

SPECIAL BARGAIN

in six style B Nordyke & Marmon corn and meal dryers; good as new; rated capacity 50 bushels per hour. Address A. S. Garman & Sons, Akron, Ohio.

MACHINERY for a complete 50-barrel wheat roller process mill for sale; nearly new; consists of four Noye rollers, bolters, purifiers, aspirators, etc.; everything in running order. Will sell cheap. They are in the way. Address Robt. M. Smith, Sparta, N. J.

SCALES FOR SALE.

SCALES for elevators and mills; low-price. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CLOVER and MILLET SEEDS in any quantity wanted. Address S. G. Courteen, Seed Merchant, Milwaukee, Wis.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

WANTED—Few cars new crop Orange and Amber Cane. Quote price sacked, delivered. Texas Seed & Floral Co., Dallas, Texas.

CLOVER, TIMOTHY, RED TOP, ORCHARD GRASS SEED, etc., wanted in carloads. Address Wm. G. Scarlett & Co., Baltimore, Md.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

SEEDS FOR SALE.

ALFALFA SEED. Beardless barley. Address J. E. Wing & Bros., Mechanicsburg, Ohio.

HUNGARIAN Seed for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

GOLD STANDARD seed corn, golden oats. Circulars free. Address Pleasant Seed Co., Griswold, Iowa.

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REID'S Yellow Dent seed corn for sale on ear \$1.50 per bushel. Free samples. Roycroft Farms, Des Moines, Ia.

CLOVER, ALSIKE and Timothy seed for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—Fine quality Iowa grown timothy seed; samples furnished. Address Gaston & Smith, Winterset, Ia.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE—2 car loads of timothy seed and several hundred bushels of choice clover seed. Address Schlatter & Seaward, Bellevue, Iowa.

SEED CORN for sale. Guaranteed to grow where any corn will grow. Write for catalog. Address W. W. Van Sant & Sons, Box 36, Farragut, Iowa.

SEED CORN pure bred, fire dried; shipped in the ear or shelled. Send for catalog and booklet. Address R. S. Stall & Co., Thorntown, Boone Co., Ind.

GOOD SEED OATS for sale about 1,000 bushels cut before September frost; clean and free from all foul seeds. Address Buffalo Ranch, Regina, Man.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

PRIME TIMOTHY SEED for sale at \$1.35 per bushel. Flax seed at \$1.35. Sacks 20 cents. Send your orders to Thor Lumber & Grain Co., Thor, Iowa.

SEEDS, SEEDS, SEEDS. Our catalog will tell you where you can buy the best seeds for the least money. Send for it. J. L. Loeb's Seed Co., Aberdeen, S. D.

SEEDS BOUGHT AND SOLD. Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

SEED FOR SALE.

FOR SALE—Early Iowa Wheat; New Lincoln and Silver Mine seed oats. Send for samples and prices. Address Bert Fry, Plainfield, Iowa.

VIRGINIA ENSILAGE SEED CORN for sale; unequaled in vigor of growth; 96 kernels to 100 will grow. Write us, W. H. Turner, Afton, Va.

TAYLOR'S IMPROVED Premier corn: Highest awards Chicago, 1893; Omaha, 1898; Buffalo, 1901; St. Louis, 1904. Catalog free. Address C. R. Taylor, Hamburg, Iowa.

RED, WHITE ALSIKE and ALFALFA CLOVERS and MEADOW FESCUE for sale in car lots or less. Address S. G. Courteen, Seed Merchant, Milwaukee, Wis.

BUY YOUR SEED from the Ireton Bros. & Eikenbary Co., Van Wert, Ohio, direct from the producer, 1,500 bushels red mammoth and alsike; quality fine; ask for samples and price.

WE ARE buyers and sellers of Clovers, Timothy, Hungarian, Millet, Blue Grass, Red Top and other Field Seeds. Correspondence solicited. Address THE ILLINOIS SEED CO., Chicago, Ill.

PURE AMERICAN ALFALFA and CHOICE TIMOTHY SEED; also **SEED GRAIN and SEED POTATOES** of all kinds. Ask for weekly trade list. L. L. Olds Seed Co., Clinton, Wis.

CARLOADS and LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEED CORN for sale—Johnson County white dent. First on best bushel white corn Illinois state fair 1902, 1903, 1905. Highest award Indiana State fair. First in class, sweepstakes and Grand sweepstakes Perdue Corn School. Write for circular and price. L. B. Clore, Franklin, Ind.

GRAIN AND SEED FOR SALE. One to five thousand bushels No. 2 hard wheat, One carload of German Millet Seed, One carload Oranger Cane Seed. No. 3 White and Mixed Corn and pure Corn chops. Ask for prices or name best offer our track. Wesely Grain Co. Thomas, Okla.

KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kansas, are headquarters for **ALFALFA, BROME GRASS, ENGLISH BLUE GRASS, CANE SEED, KAFFIR CORN, RUSSIAN SPELTZ, MACARONI WHEAT, DWARF ESSEX RAPE, OKLAHOMA DWARF and other BROOM CORNS, KHERSON OATS** and all other **FIELD, FARM and GARDEN SEEDS.** Ask NOW for quotations.

GRAIN WANTED.

MILLING BUCKWHEAT wanted. Send samples and we will make prompt offers. T. G. White Cereal Co., Cedar Rapids, Ia.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

MILL SCREENINGS wanted. Send samples and quote delivered prices in car lots. Address Dan Joseph Company, Columbus, Ga.

WANTED—1 to 10 cars each snap, and sacked shelled corn, and tagged pure corn chops. Write or wire W. T. Wilson, Nacogdoches, Texas.

PURE white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

WE WANT to buy 20,000 bushels of buckwheat grain in car lots or less and we also pay the highest price. Address Yoskin Bros., 315 South Phillip St., Philadelphia, Pa.

WANTED—To hear from local elevator men (Western and Eastern) who have grain and hay; also manufacturers of mill feed as we are always in the market for the above. Send samples with best offer. If in the west give your rate to Philadelphia and New York. Address Fickes Grain & Feed Co., Newville, Pa.

MISCELLANEOUS WANTED.

NAMES WANTED of mills or jobbers who deal in **COTTON SEED MEAL.** Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

NOTICE.

The Keystone Mercantile Co. is having plans and specifications drawn for a new elevator to be erected as soon as spring opens. Any contractors wishing to bid on same can send a representative after March 1st as the contract will be open for bids after that date. Address Keystone, Iowa.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

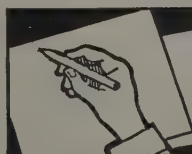
SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

Seed Corn, Clover, Grass, Field and Garden Seed

We make Seed Corn a specialty and can furnish any quantity of St. Charles White, Iowa Silver Mine, Coopers Prime Yellow and a limited quantity of the other leading varieties. We buy large quantities of Clover, Timothy and Field Seeds. If you have any to offer submit samples and quote price. Write for samples and price.

NISHNA VALLEY SEED CO., Hamburg, Ia.



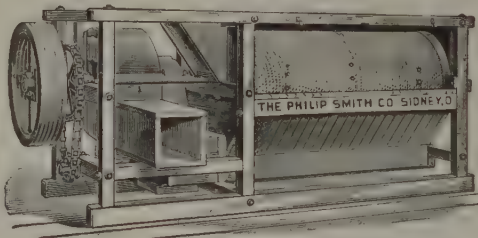
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for our price list. It will convince you that this is the place from which to buy your bags. Just say, "Send price list." We'll know what's wanted.

MILWAUKEE BAG CO. Milwaukee, Wis.



We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.



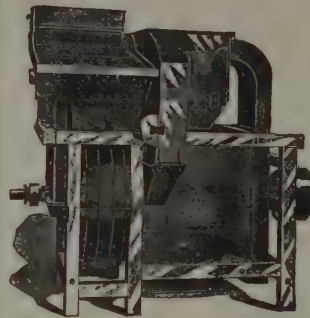
FOR PRICE ON WAREHOUSE
AND ELEVATOR MACHINERY

WRITE

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Company,

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INVINCIBLE OAT CLIPPER



This is the way it
earns money
for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
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It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

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Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill. Phone Harrison 667

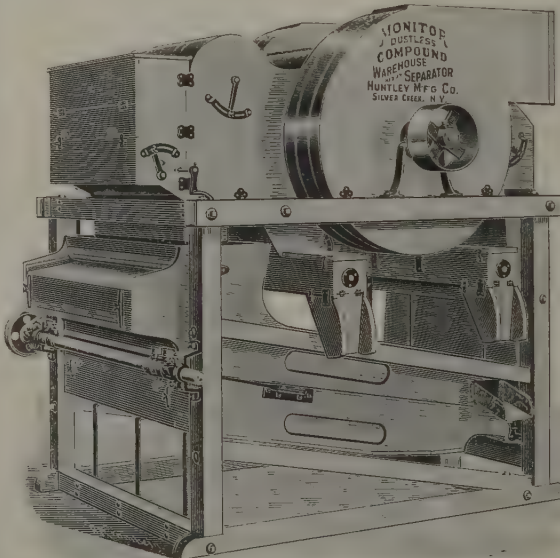
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.

J. N. Bacon, Balcherne Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

This Separator For Warehouse or Receiving Purposes is One of Our Leaders



Built in 11 sizes, with capacity for wheat from 30 to 4,000 bushels an hour.

BRANCH OFFICES:

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to Eliminate All Possible
Jarring and Shaking**

The machine is as its name implies, a compound shake separator, the shoe being perfectly counterbalanced.

The shoe is divided lengthwise, making two distinct shoes, working on separate eccentrics.

Perfect balance is thus secured. The separator has the same screen and air separations and the operation the same as our Warehouse and Elevator separators.

Send for Complete Catalogue.

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SOLD MARKS SIGNIFYING QUALITY
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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned. The character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., FEBRUARY 25, 1906.

CHICAGO will again be favored with
the annual meeting of the Grain Dealers
Nat'l Ass'n—June 4-5.

CONTINUED rainfall and lack of low
temperature does not improve the condition
of immatured corn.

CEMENT pits for elevator boots are
proving so very satisfactory in that they
keep out rodents and water perfectly,
when properly constructed, that many
country elevator men are so fortifying
their plants in preparation for the spring
rainfall.

REGULAR dealers who discontinue
business or move away will promote the
cause of the regular trade and save
receivers much postage money by sending
us a statement of facts for publication.
This also prevents market information
falling into the hands of parties not entitled
to it. Many postmasters ignorant
of the law's requirements distribute un-
called for mail at random.

THE more the grain dealers of this
country will co-operate to foster and pro-
mote common trade interests, the sooner
will they obtain relief from many burdens
and abuses which now encumber their
business, the sooner will all be doing
business on an equitable basis. The trade
is sorely in need of close co-operation of
all operators of grain elevators. Loose
methods and variegated rules must give
way to system.

LOOKOUT for hot corn from now to
June. You may think you have already
had more than your share of trouble with
it, but judging from recent reports your
real grief is to come with the germinating
season.

PACIFIC coast grain dealers will soon
find it necessary to provide facilities to
handle grain in bulk. A large percentage
of the wheat is now reduced to flour
before being exported, hence bagging it
unnecessarily increases the cost to the
consumer. Some elevators are already
being built.

COWPEAS seem to be crowding out
corn and ground feed in sections of the
east. A Delaware miller complains to
The Miller's Review that farmers by
planting cowpeas obtain more and better
feed from one acre of land than from
two planted to corn and it leaves the land
in better condition.

THE GERMAN Reichstag celebrated
Washington's birthday by voting to extend
reciprocal tariff rates to the United
States until June 30, 1907. Hence the
speculators who purchased large supplies
of American grain expecting to reap a
rich harvest after March 1st, are doomed
to disappointment.

RECEIVERS of every terminal market
owe it to themselves and their shippers
to make life a burden for railroads
until they properly guard grain standing
on track. They ignore their own interest
in the matter because the losses incurred
have not been brot to the attention
of the proper officials.

WRITE your representatives in the U.
S. Senate in behalf of the Hepburn-Dolli-
ver Rate Bill before it is too late. The
railroad Senators are making a hard fight
for the continuation of rebates, cut rates
and favors to the privileged class. They
are firmly opposed to railroads being
forced to treat all shippers alike.

GRADING grain accurately and uni-
formly on account of its quality will never
be attained until classifying by guess is
abandoned and the inspection is reduced
to an exact science. The percentage system
affords a sure solution of the problem.
With it firmly established human
judgment could be verified or corrected
whenever a difference arose.

WESTERN railroads centering at Chi-
cago have declined to enter into a satis-
factory pool with Eastern lines on export
grain because they foresee an early opening
of lake navigation and the easy obtaining
of their scheduled rates. It remained for
the Chicago Great Western to come to the
rescue of Western shippers who desire to
export grain via Chicago and the Atlantic
seaboard, and it has announced a joint
rate with the Wabash which will no doubt
force other Western railroads to make a
similar concession.

THE railway attorneys in the United
States Senate have not yet succeeded in
crippling the Hepburn-Dolliver bill, and
it now seems very likely that if the people
continue to bombard the members of the
"House of Dollars" with their petitions
and appeals the bill will become a law
and a "square deal" will be nearer a
reality in railway transactions than ever.

THE shipper who begs for an extension
of time on his contract for corn from
day to day until new corn is obtainable
and then ships that is too much of a
trickster to succeed long in the grain business.
However, he could not ply his trade
if buyers would state explicitly what they
buy. General terms ill-become a business
contract. Be specific and leave nothing to
be understood.

THE responsible mutual fire insurance
companies making a specialty of insuring
grain elevators have so greatly reduced
the hazards and the cost of reliable
insurance that no owner of this class of
property can afford to go elsewhere for
his insurance. Surely stock fire insurance
companies which insure everything and
anything at any old rate and settle only
when forced to do so are not entitled to
any portion of the elevator man's business.

RECENTLY we have received several
inquiries from dealers who must move
their elevators, for the name and address
of a man experienced in moving structures
of this character. Some of the railroads
are doubling their tracks, others straight-
ening them with the result that shippers
find it necessary to move their plants.
Any one who will make a specialty of this
class of work will no doubt have plenty
to do the coming season.

BULLDOZING tactics ill-become any
grain merchant who even hopes to continue
in business. Methods of this character
never resulted in permanent or satisfactory
business relations and a change in the
results is not now to be expected. Affable
courtesy will invariably win a hundred
times more trade than all the threats
and warnings. The dealer who finds it
impossible to be civil should keep his
incivilities to himself. There is no profit
in striking a shipper, even tho you do
it over the shoulder of the local post-
master.

HEAVY losses on hot corn is quite
certain to encourage many dealers to be
more careful than usual on the rest of
this crop. It is to be regretted that they
should find it necessary to buy such
expensive experience at frequent intervals.
Many grain dealers who were strong
financially eight months ago are to-day
badly crippled simply because of their
inability to refrain from dealing in corn
which they knew was likely to spoil before
they could get it off their hands. Let
the experiences of your brother dealers
prove a warning.

PENNSYLVANIA is having a bewildering, irritating struggle with the law passed last April to regulate the sale and manufacture of animal feed stuffs. The primary purpose of this law seems to have been, not to protect the animals, but to provide work for idle chemists, all of whom will have to work 90 hours a day in order to analyze and tab each shipment of feed as required by law.

THE OWNER of steel storage adjacent to an elevator who willfully piles lumber or car doors against his tanks violates his moral responsibility, if not his legal, and ignores the rights of the companies insuring his property. Some maintain that the willful increase in the fire hazard voids the policy and no doubt some insurance companies would be very likely to take such a position, in hope of avoiding the necessity of paying losses caused by willful negligence on the part of the policy holder. It is truly the duty of the property owner to protect his property just as though he had no insurance. Rank carelessness in willfully increasing the fire hazard of a plant places the owner under suspicion, especially if he be over insured.

AT LAST! At last, the farmers have attained the long hoped for, the long threatened combine, and according to the president of the American Society of Equity, who is an earnest and honest believer in a square deal for all, 200,000 farmers have joined his dollar wheat combine and will hold until they are able to obtain their price. How often, how very often in the past the country has been threatened with this same calamity! Have we no laws to protect a famishing people from such a monstrous, greedy trust, or can it be possible that this great champion of the principles of equity, who only recently was struggling in the throes of bankruptcy, is attempting to perpetrate a joke on the American people?

ELEVATOR ALLOWANCES.

The rebates granted many elevator men at different terminal points in the form of allowances for elevating and loading are slowly but surely centering trade in the hands of the privileged recipients. The elevating allowance works as a positive handicap to dealers who attempt to do business in competition with dealers, who are so favored.

The Interstate Commerce Commission has shown a disposition recently to change its position in regard to these allowances and no doubt if the Commission is strengthened and fortified with the prospective Hepburn-Dolliver law, it will soon put at end all discriminations in this line. Many markets are placed at the mercy of a favored few and will continue so until all dealers are placed on an equal basis. Discrimination of any kind which builds up the business of one firm to the detriment of others cannot be considered fair or just and surely will not be tolerated under laws designed to secure a square deal for all.

HUNDRED-POUND DOCKAGE.

The grain dealers of Western Missouri and Eastern Kansas are becoming very much exercised over the unjust dockage of their shipments by Kansas City elevators for future shrinkage. The common practice there is to take 100 lbs. As in most terminals, the elevator men feel fully justified in taking a fair allowance for what they are pleased to term a handling shrinkage. It is true grain cannot be unloaded from a car, elevated, weighed and reloaded without shrinkage, neither can it be cleaned, blown, scoured or dried without further shrinkage.

The shipper expects to stand the loss incurred in its transportation from his wagon scale to the central market and in its unloading and elevation to the hopper scale of the terminal elevator, which would seem to be his full share of the responsibility. When it gets into the terminal elevator man's scale hopper then the buyer should assume the responsibility for further shrinkage. In many cases 100 lbs. will not cover the actual loss. Hence it would seem just as fair for the terminal elevator man to take and insist upon having 1,000 pounds, as upon 100.

The demand of the terminal elevator man is not justified, but of course will be insisted upon as long as the shippers tolerate the exaction. No excuse has ever been offered for asking the country shipper to bear a portion of the burdens of the terminal elevator man's business, but having been forced to do so for many years he is now expected to admit the fairness of the steal.

DISPOSAL OF OFF-GRADES.

Recently shippers have complained most bitterly of the disposal of off-grade grain, which they have shipped to apply on contract, contrary to the way they expected. Off-grade grain is responsible for more losses, more dissatisfaction, more misunderstandings, disputes and ill-feeling than all other shipments combined. Some buyers make it a practice to apply everything received on contracts, making the discounts on off-grades heavy enough so that they can afford to do this. Others apply it or not according as the market is up or down. A few buyers insist on turning all off-grades over to some one else. Some take such shipments into the market and sell them for the account of the shipper, and then buy in the open market grain to fill the shipper's contract.

It would seem a comparatively easy matter for shippers and buyers to avoid friction over the off-grades. The shipper can have such grain handled to his liking if he will insist upon it, and in view of the large number of cars which inspect below the contract grades, it would seem the part of wisdom for every shipper to insist that any off-grades be turned over to his favorite commission house to be handled for his account. If he prefers

to have the shipment apply on sale it will be an easy matter for him to find a buyer, who will do business according to his wishes.

Loose methods of doing business are as much to blame for the trouble as lack of care in preparing the grain for shipment. However, it seems high time that shippers would have some definite understanding as to how their off-grades were to be disposed of and not continue to entrust their welfare entirely in the hands of the buyer, who must guess their wishes at a time he is biased by his own interests in the matter.

DISCRIMINATION IN PROVIDING CARS.

Discrimination in the providing of transportation facilities has become as widespread and as great a burden to small shippers at non-competitive points as discrimination in rates ever was. In a measure this condition has been intensified by the rapid increase in the country's business and the neglect on the part of railroads to provide rolling stock needed.

Many country elevator men have been denied the privilege of marketing their grain this season until it suited the convenience of the rail carrier. The losses suffered have been heavy both on account of deterioration of the grain held and a marked decline in the market values. Others have suffered additional losses because of their inability to fulfill contracts made in the expectation that the railroad companies would perform the service for which they were chartered. A few have been ruined financially solely because of this dereliction of the railroads.

The C., M. & St. P. Ry. forced many dealers of the northwest to suspend business while it sent all of its cars to the Atlantic seaboard with corn from Kansas City at a cut rate. Each road seems to labor under the impression that it is under no obligation whatever to shippers along its line who are dependent upon it solely for transportation. Shipments originating at competitive points commands and receives all its attention and the use of its rolling stock.

This does not apply in states having reciprocal demurrage laws which are enforced. In fact shippers in states or territories adjoining states having such laws have been forced to store their grain on the ground while their more fortunate brother shippers of states like Texas have been able to obtain cars promptly and easily.

The shipping public recognizes the great need for the enactment and rigid enforcement of reciprocal demurrage laws, but lacks persistent determination to co-operate long enough to secure them. With a vigorous ass'n leading in each state shippers shud soon obtain relief. Complaining and damning will bring no relief, shrewd hard work is the thing necessary. Get to work.

PROFIT IN BETTER SEED GRAIN.

The apathy exhibited by many operators of grain elevators would seem to indicate that they are convinced they have nothing to gain in conducting an active campaign for the selection of good seed grain. This applies to small grain as well as to corn.

A careful canvass has brought to light the fact that few farmers possess fanning mills and still fewer use them to obtain heavy, clean grain for seed. The manufacturers of hand fanning mills have presented such convincing evidence of the great advantage of using clean, heavy seed that the question is no longer debatable. Many tests of seed before and after fanning show that the heavier grains produce a larger, stronger plant and a greater yield. It is unreasonable to expect light-weight, chaffy grain to produce a strong plant or a large yield. Sowing an extra quantity of seed can in nowise make good what the seed lacks in weight. A weak kernel is worse than a weed seed, because it draws from the soil the same elements as the strong seed grain and generally produces nothing.

The Secy. of the Iowa Ass'n, who has been conducting a campaign for better seed grain, has suggested that dealers who have no fanning mill install one jointly and give its use free of cost to their farmer patrons for the cleaning and grading of their seed. The use of heavy, cleaned seed will reduce the amount of seed necessary per acre and greatly increase the chances of a good crop because, where only seed which is strong in vitality is used plants will thrive in spite of discouraging conditions.

GRAIN STORAGE CERTIFICATES AS COLLATERAL.

The present generation of bankers has always looked upon grain storage certificates as gilt-edged collateral. None has ever hesitated to lend money on them and most bankers have been willing to lend on them at a lower rate of interest than on many other forms of security. But recent experiences have so shattered the banker's confidence in this form of security that he involuntarily looks upon it with some suspicion and investigates its authenticity.

At least one Buffalo bank which has suffered several heavy losses thru loans made on grain certificates is exercising supreme care. In one case it refused to accept grain certificates even when guaranteed by a Storage Warehouse Guarantee Co., until the Guarantee Co. gave a heavy bond from a Security Co. Up to last reports the Security Co. has not been asked to give a bond for its liability. This is the other extreme of the carelessness with which bankers have accepted as security any document purporting to represent grain in store and is just as ridiculous. But when it is remembered that Buffalo bankers who held certificates against an elevator full of grain, which fell into the river, were told to go to the water and recover their securi-

ty it is not difficult to understand their loss of confidence in such security.

The more safeguards the trade will place about grain storage certificates, the greater favor and the lower rate will they win from the money lenders. A few more losses on certificates supposed to represent grain in private and public elevators and banks will decline to lend on such security at any rate.

IMPROVED GOVERNMENT CROP REPORTS.

Government crop reports will surely be greatly improved if Congress accepts the suggestions made by Assistant Secretary of Agriculture Hayes to the Agricultural Committee of the Lower House. He has presented the most practical plan yet devised for improving the reports. Heretofore the reports, which have been issued with unwarranted claims for accuracy, have cost the government the munificent sum of \$19,000 a year. Is it surprising that the results attained have not been worth thirty cents? Now it is proposed to spend \$250,000 a year and systematize the work so that the department's claims for accurate statistics can be sustained.

One of the most commendable features of the new plan is that the collecting of reports from various sources and assembling them at Washington to be passed upon by the statistician will be done away. About thirty-five district chiefs will be assigned to each of the principal cereal and cotton producing states. These chiefs will collect reports from township reporters and will also travel over their districts to supervise and inspect the work. They will also work in conjunction with the weather bureau officials and the final estimates will be made up almost entirely from the reports of the district chiefs. In addition a number of special agents will be provided to travel over the entire country to aid and supplement the work of the district chiefs.

It may be that Congress will have an attack of parsimony when it comes to appropriating the money, but if every grain dealer will wire his representative in the lower House to turn the money, now wasted in the distribution of stuff called free seeds, over to the crop report bureau, then the Congressmen may be ashamed to turn down this very meritorious measure. If we can't have the crop reporting bureau supplied with sufficient funds to compile and circulate reliable crop reports, let that work be discontinued until the Government can afford to give us crop reports that are worth reading.

JUDGING from a report on refrigerator cars published elsewhere in this number some shippers are entrusting their business to ignorant, careless and thoughtless help. Up to the present the loading of grain into refrigerator cars was thought to be the highest attainable degree of folly, but recently shippers to the Chicago market have been detected in exceeding even this practice in carelessness. Cars have arrived with large quantities of ice in each end and in some cases much grain has been damaged by the water.

Screenings

Consul-General Bray of Melbourne estimates the Australian wheat crop of 1904-5 at 56,600,000 bus., with an exportable surplus of 31,600,000 bus. Exports during 1905 were 30,360,000 bus.

Abolition of the tax on alcohol used in the arts would make it possible to sell that product of corn at 10 to 15 cents per gallon; improve the market for low grades, and supply cheap fuel for gasoline engines.

A new variety of flaxseed, known as Minnesota No. 25, has been developed by the Minnesota State Exp. Station. It produces a yield of seed 26 per cent greater than that of common varieties, adding more than 3 bus. per acre to the crop.

Unseasonable weather in December, January and February has comparatively little effect on the wheat crop, never doing as much harm as unfavorable conditions in March and April. Other warm winters have been followed by heavy crops.

One mile of model road is to be built by the U. S. Dept. of Agri. in each of four states, if the co-operation of local authorities can be secured in Minnesota, North Dakota, South Dakota and Montana. The federal government will provide the machinery and expert road makers.

The electric igniter points of the gasoline engine must not be permitted to become dirty or corroded. Platinum is the best metal for the ignition points, but is very expensive and often honeycombs and scatters the spark. Silver, German silver, copper and steel are also used.

Be careful in selecting your broker. Several have recently failed. Cleveland has suffered the most. Beware of plungers. Patronize conservative dealers who value a good reputation. When you close your deals, draw out your money occasionally. Majority of brokers are worthy of confidence. A few are not.—C. A. King & Co.

That the Bureau of Statistics has been underestimating the cereal crops is the conclusion of the committee investigating department methods. Chas. Hallam Keep, asst. secy. of the treas., has submitted to the president the report of the committee, that the methods of the Bureau must be greatly improved or the service discontinued. The Keep Commission favors reliance on reports sent in by paid observers.

The problem of cotton boll weevil extermination is far from a solution, reports W. D. Hunter, who is in charge of the boll weevil investigation for the Dept. of Agri. Mr. Hunter states that the weevil this year has made his customary advance of 50 miles eastward. The insect has succeeded in passing the western Louisiana timber belt, and the lowlands along the Mississippi River offer the most favorable conditions for its existence.

Circular iron tanks holding 1,000 bus. and mounted on runners, are used by Wellsandt Bros., wheat growers of Ritzville, Wash., to receive wheat from the threshing machine. They have 30 of these tanks. Four horses draw the empty tank into position; and the grain is drawn out at the bottom into wagons, thus entirely doing away with sacks. In order to carry out the plan of handling grain in bulk the firm is building a 20,000-bu. elevator at Ritzville, complete, with hopper scales for loading and weighing into cars.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

LET FARMERS CHOOSE SEED FROM CRIB.

Grain Dealers Journal: At this time of the year there is considerable agitation of the seed corn question. Last year some of our farmers sent off and bot seed corn. After testing it some had the seed exchanged for meal or feed. We have quite a number of samples raised by our farmers brot to our office. These we hang up for inspection. Also, we offer any farmer the privilege of going to our cribs, picking out what kind he wants and exchanging bushel for bushel. It is of as much benefit to the elevator man as to the farmer to have good seed planted.—West Union Elevator Co., West Union, Ind.

HIGHWAY ROBBERY.

Grain Dealers Journal: I see in the Journal, page 158, the letter that Mr. J. S. Cameron, of Elliott, Ill., who writes about discounts in Baltimore. It hardly appears to me that you could call that a discount. It looks more like highway robbery. As an instance I had \$310.40 in my house. When I arise in the morning I find the house ransacked, and minus the money. You expect such work where you have money around. But if you ship a car of grain you look for some returns, and a little profit. I think such firms ought to be made known thru the Journal, that shippers who have not yet dealt with them may be placed on their guard. This would be a brotherly act to the country shipper, and I think that those fellows would not get very many more geese to pick, if the country shippers along the line knew them.—H. G. D., Curtice, O.

CHECK INSPECTOR AT TERMINAL.

Grain Dealers Journal: The resolution offered at the recent meeting of the Indiana Grain Dealers Ass'n by John W. McCardle relative to having a check inspector at terminal markets, as reported in the Journal for Jan. 10, page 101, certainly is a wise proposition, not alone from the country shipper's standpoint, but from my point of view as a personal student and observer at terminal markets for the past half year.

I devoted over 5 months to the Toledo market alone, with the inspectors, elevator foremen, on the tracks, examining the condition of cars, watching the car shovellers, eyeing the weighmen, visiting the Wabash repair tracks, covering the east side and south side.

What I learned applies directly on the question: How can we remedy conditions? The remedy is to meet the issue face to face by adopting Mr. McCardle's idea of having a man to represent the shippers at terminals. This will supply the one missing element to bring the country shippers and receivers to a mutual understanding.

'Any country shipper spending the time I gave to terminals will come away advocating Mr. McCardle's plan. With the co-operation of the ass'n and terminals I see nothing but good as the results of such an undertaking.—Harry W. Kress, Cincinnati, O.

BIG AND LITTLE DISCOUNT ON SAME LOT.

Grain Dealers Journal: We consigned three cars of mixed corn to Toledo, one to Buffalo and one to Cleveland. This corn was all shipped prior to Jan. 1, and was all the same kind of corn. Cleveland market netted us 41½¢ our track, Buffalo 39¢ our track, and Toledo one car 32¢ our track, one car 35¢ and one car 36¢. One of the cars we shipped to Toledo had been in a bin undisturbed for three weeks, and it seemed to us if it was as bad as they claimed it to be, that it would have heated in that length of time. This car brought 35¢, while a car purchased later and fresh shelled corn brought only 32¢. The market then was 44¢ for No. 3 yellow.—Harris Mill & Elevator Co., Kenton, O.

GET AFTER THE SHIPPER.

Grain Dealers Journal: We have not shipped a very great amount of corn this season, something like 30 cars, with 50 cars of oats and 20 cars of wheat, but up

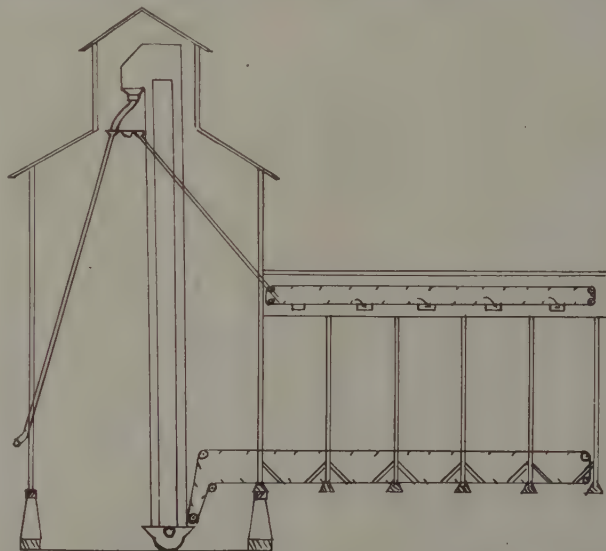
all the discount we know, and that is on stuff we buy instead of sell. Get after the shipper, as well as the receiver, and correct both ends, and the trouble will be over. Very truly yours, Holmes Bros., Portland, Ind.

ELEVATOR BUILT BY FARMERS FOR MICHIGAN'S OLDEST DEALER.

Grain Dealers Journal: Our farmer friends proposed building an elevator as a stock company and to give me the use of it if I would manage it as long as I felt able to do so.

I am running the elevator. It is very good and convenient. The cost was \$1,200. The elevator building is 16x20 ft., and its arrangement is shown in the engraving herewith. The grain is elevated from vats in the cellar to separator in second story, and from there goes to hopper on first floor, is emptied into vats in cellar, elevated to top of building, spouted into conveyor to be distributed into bins. A conveyor under the bins returns grain to weighing hopper. Grain is loaded out by elevating from vats in cellar to top of building and spouting into cars. The farmers put up the elevator in connection with the L. S. & M. S. Railroad.

I am only 85 years old. I commenced the grain business at Grass Lake in 1846, building a mill there. For 17 years I bot



Arrangement of Elevator Built by Farmers for Oldest Dealer in Michigan.

to date we have not had a single carload grade anything else than what it was sold for.

The great trouble with the whole business is that 75 per cent of the men who handle grain are inexperienced and are not prepared to handle the grain in the proper manner, but prepare it any old way so as to get it in the car.

Now, I have thought for a good many years that the people who are trying to reform the grain business have got at the wrong end. The proper place to commence is at the shipping end; get better equipment for handling grain and then get men to see to it that the grain gets into the cars in good condition. I believe that when this is done we will see less kicking about discount.

Our firm does not know what discounts mean on grain; 2 per cent off for cash is

at Dowagiac; part of the time bot at Lawton, Decatur, Niles, Buchanan and Clayton at same time. I have bot at this place 20 years. I am the only purchaser of field seeds, such as clover and timothy. But I must soon get out of the grain business and rest the balance of my days.—Daniel Larzelere, Quincy, Mich.

REFUSED TO HANDLE AT DISCOUNT.

Grain Dealers Journal: We shipped two cars of No. 3 corn that arrived heating at Peoria and were given no grade, with about 5½¢ discount. The buyer refused to take the cars on contract and sold them to other parties at a loss to us of about 2½¢, and then bot in the amount of our sale at a loss to us of about 3¢. The matter is not yet closed.

A car sold for No. 3 and graded No. 4 was sold to another concern at Peoria, who refused to take the car at purchase price and sent us returns as a commission merchant, selling the car at market, which had gone down about 5c. He did not buy in our sale.

The refusal to handle the grain at a discount is our great objection to these two companies.—Pickard & Thom, Rankin, Ill.

SUFFERED SOME DISCOUNT.

Grain Dealers Journal: On White oats sold for No. 3 we have had 5 cars grade No. 4 at Chicago with discounts of 1/2c, one car 3/4c discount; and one car each at St. Louis and Memphis grade No. 4, discount 1c.—S. M. Brown & Son, Colfax, Ia.

REFUSING TO APPLY SHIPMENTS WHEN MARKETS ARE LOWER.

Grain Dealers Journal: For comparison on prices between different grades of grain we think that the market circular from Baltimore under date of Feb. 17 will lead all other markets by several cents per bushel.

Michigan rye in Baltimore is always known as western, either No. 2 rye western, No. 3 rye western or No. 4 rye western, No. 2 rye western is quoted at 73@74c. If it fails to pass this grade and is No. 3 rye western, the price is 65@66c, 8c discount. If it grade No. 4 rye western it is worth 64@65c, 9c discount. Aside from this some dealers refuse to apply off grade at the market difference on their contracts and they oblige shipper to handle it or they resell it for shipper.

At the present time rye markets are lower and dealers do not have the chance of refilling their contracts, but are obliged to take the present prices on the off grade, which usually makes their price equal to a discount of 11c and 12c per bushel. In other words, the western shipper stands in the gap and holds the bag when markets are lower; if they were higher, he would be asked to refill his sale if cars could not be applied. Very truly yours, W. E. Shelden, Jackson, Mich.

BALTIMORE WILL HAVE TWO DRIERS.

Grain Dealers Journal: I might say regarding the causes of misgrading of Indiana corn at Baltimore, that I think the Indiana grain dealers are well aware of why this corn is misgraded here. Some of it was on account of delay in transportation, and much of it was due to the fact that the corn was soft when shipped. As you probably know, we had the pleasure of a visit from Dr. Woods, President, and Mr. J. M. Brafford, Secretary, and these gentlemen remained here about a week with us, and each day they went down on track and saw the corn that was arriving for their account and also for the account of the Western shippers.

It is true, the discounts were heavy, but at that time we had not in operation the Hess grain drier, which is now working successfully on the B. & O. side and taking care of all of the off grades, with the result that 3 corn is selling here at a discount of only 3/4 cents per bushel. We might say that our grade of 3 corn would be equivalent to "no grade" in Chicago. The Pennsylvania people promise that their Hess drier will be in operation by April 15th and they are striving to have it ready sooner. With two grain

driers here, we believe the discounts on off grade corn will be satisfactory for all future time to our Western trade.—Oriole.

BETTER GRADES SHOULD TAKE PREMIUM.

Grain Dealers Journal: The Journal's request for dealers to give discounts on cars for the last half of 1905 is certainly a good method for dealers to profit by each other's experience. I have three cardinal rules upon which I run my elevator business.

First, I never buy anything except at some measure of profit—never take anything at a price fixed by somebody else when there is nothing in it.

Second, I weigh carefully into the elevator and carefully into the well-coopered car.

Third, and not the least important, am very careful to whom I ship grain.

There are some receivers who do not know, nor do they have it in them to do an honest business. They usually do as legitimate a business as anybody as long as they have to and the market goes their way. But let the market go against them or some technicality appear from which they can make a showing not in accordance with the letter of the contract and they proceed to rob the shipper without scruple, when in reality they are able to use the grain they discount to apply on their own contracts with scarcely any loss to themselves. These men are in every market and are the ones who ought to be sought out.

I most generally ship all my grain to men whom I know to deal honestly and whom I patronize year after year. When I ship to a new customer I most generally ship a trial order and wait to see what results follow before confiding a great lot of business to him. When I get returns showing coarse work at destination I put that dealer on my blacklist and turn his overtures for business into the waste basket in place of the letter file. I will mail anybody my blacklist on request and give the facts why I do not sell them.

The last half of 1905 I shipped 126 cars of corn; was docked on only two cars and they went to Ft. Worth, Tex., dealers. One car I wrote about in the Journal in August. The other was a 1,000-bu. car of corn that graded No. 4 when it was sold for No. 3 mixed corn. Parties wanted \$119.49 paid them on a/c sales besides \$10.00 margin, which was so much in excess of anything that ever came into my office before that we have the papers in the hands of our board of arbitration for settlement. The weights on this car at destination were 2,100 lbs. or 37 1/2 bu. short of our elevator weights. The average shortage on the other 125 cars besides this one according to the returns was a little less than 4 bu. to the car from our elevator weights. That is the best record we have ever made though since I have been handling grain.

However, there is a more important matter that corn men ought to consider in the way of dockage than that which grades lower than No. 3 or the established contract grade. Out of our 126 cars the returns show that 57 cars of it inspected No. 2 at destination upon which I got no premium whatever. If I could receive the mere one cent difference in grade when it grades higher than No. 3 I would be willing to go along and not complain at any reasonable dockage on lower grades. I would like to see reasons from somebody with views contrary to

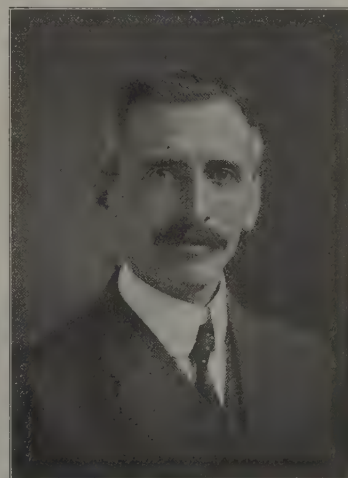
the proposition that better grades should take a premium as well as lower grades take a discount.—J. E. Farrington, Anadarko, Okla.

IRREGULAR GRADING.

Grain Dealers Journal: In December we shipped a car of rye to Pittsburg, which we sold at 75 cents delivered. It was graded rejected by the inspector and the firm to whom it was sold wired that they could not use it. The same thing happened to a car of rye again in January, but this rye was sold when rye was considerably higher and the market was off before it arrived.

We feel sure that these two cars of rye were good grain, as they are the only cars we have had miss grade for us this season. Furthermore we sold and shipped rye out of same bins before and after the two cars in question and the grain graded O. K.

We feel that there is something wrong and that there should be a uniform rule as to grading in all markets, and then the shipper would know something about what he might expect. Very truly, Campbell & Co., Kendallville, Ind.



James L. King, Philadelphia.
President Commercial Exchange.

Rice was grown on the James River, Virginia, as early as 1646, since which time it has developed southward and westward.

Farmers are themselves to blame for slumping the market with wheat unfit for trade. It runs the price down and injures men who care for their grain. If farmers elevators would all refuse to handle damp, musty grain and let the trust elevators buy it for a song and sing it themselves it might teach them to care for their wheat.—Farmers Advocate.

All farmers are not honest; if they were they would not try to beat their own company and their own neighbors by trying to unload inferior or low grade grain for more than it is worth. The grain dealers use such men as tools to discourage honest men. When a member of a farmers' elevator sells his grain to the dealers for more than it is actually worth he accepts a bribe. The dealers pay the bribe and use the transaction to discourage other members. They also use it as an advertisement to get grain from farmers, not members of the farmers' elevator.—Farmers Advocate..

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

ADDRESSES OF TRUST COMPANIES?

Grain Dealers Journal: Can any of the readers of the Grain Dealers Journal supply the names and addresses of several bonding or guarantee companies, that is, bonding or guarantee companies that make a business of organizing concerns into corporations and the issuing of bonds on the same?—T. H. B.

NAMES OF OFF GRADE BUYERS.

Grain Dealers Journal: I would be pleased to know if the rules of any grain exchange require receivers of off-grade grain to report the names of buyers to the seller in the country?

Option traders are given the names of the firms with whom their commission men place their trades in Chicago, but it is next to impossible to obtain the names of buyers of grain in any market. I do not know that any but Chicago's exchange has this square deal option rule, but it is a good thing and should be adopted by every speculative market and extended to the sale of grain as well. The only way the honest commission men of a market can keep their market above suspicion is by conducting the business open and above board.—F. & R. P.

SHUD CORN BE DISCOUNTED MORE THAN ACTUAL MARKET DIFFERENCE?

Grain Dealers Journal: Last November I turned a car of yellow corn over to Trave Elmore and he shipped it to Henry Heile's Sons, Cincinnati, to apply on a contract. The corn graded 4 yellow and was applied on the contract at a discount of $4\frac{1}{2}$ cts. per bu. The sales of No. 3 yellow, track reported by the price current that day (Dec. 2) were $2@45\frac{1}{4}$; and 3 cars No. 4 yellow, switched at 41.

According to a letter from The Gale Bros. Co. under date of Jan. 2, it "Bot car 69,570 from Heile Dec. 2 at 44c." In view of this fact I maintain car should have been discounted only $1\frac{1}{2}$ c. If the corn was worth only 41 cts. why did The Gale Bros. Co. pay 44 for it? In order to avoid prejudicing readers in favor of my view of the case I will simply quote from the letters of Henry Heile's Sons and let them state the case as follows:

Cincinnati, Dec. 2, 1905.

Trave Elmore, Ashland, Ill.

Dear Sir:—Enclosed please find inspection certificate covering car No. 69570, which was transferred en route, by whose authority we do not know, from B. & O. No. 94119. You will note that this car was graded No. 4 yellow corn on account of being damp and containing rotten grains. We were very much disappointed to find that we had not received a No. 3 or better, but we will apply this car on contract at $4\frac{1}{2}$ c discount, which is the prevailing difference between No. 3 yellow and No. 4 yellow to-day, as you will note from official price-current enclosed. You may think this is a wide difference, but we assure you it is not, considering the amount of off-grade corn that is arriving. We understand that some of our receivers are naming discounts of from 5c to $5\frac{1}{2}$ c.

Yours truly,

Henry Heile & Sons.

Cincinnati, Dec. 5, 1905.

Trave Elmore, Ashland, Ill.

Dear Sir:—Your telegram received at 10:10 a. m. reading as follows: "Don't unload any corn from Bradford misgrading. Turn over to Gale Bros. Tell them to re-assign to Louis Mueller, Baltimore." To which we replied as follows: "Corn applied on contract at proper difference and disposed of. Therefore cannot comply with your instructions."

We have already sent you price-current showing that the actual market difference was really more than what we named you, not only that, our statement can be verified if you desire to take the trouble of investigating. Under these conditions we immediately disposed of the car and it was therefore utterly impossible for us to comply with the above wire. We would have gladly done so, however, had the car been unordered, but it was a car of off-grade corn, and our experience has been that this sort of corn should be handled as quickly as possible.

Yours truly,

Henry Heile & Sons.

Cincinnati, Jan. 15, 1906.

Trave Elmore, Ashland, Ill.

Dear Sir:—Now, as far as disposing of your car at 44c is concerned, that does not concern you nor Mr. Beggs, for there were special considerations involved in this trade that concerned no one but the buyers and sellers. It was very unfortunate that this car of corn failed to grade, as we wrote you at the time we reported its arrival, and had the market difference been but a bushel, that is all we would have assessed you. But as you know, we had a perfect right to accept this car on contract at whatever difference there was in the market on day of arrival.

Yours truly,

Henry Heile & Sons.

Cincinnati, Jan. 18, 1906.

Trave Elmore, Ashland, Ill.

Dear Sir:—When we stated to you in our recent favor that there were conditions surrounding this sale to the Gale Bros. Co., we were telling you facts, but in order to make the matter more clear to you, and the Gale Bros. Co. undoubtedly will bear us out in this statement, desire to state that we had some corn sold to Gale Bros. Co. guaranteed to arrive cool and sweet, via the B. & O. road, with billing. Consequently, when this car came in and graded No. 4 yellow, and being perfectly cool and sweet, although very damp, they were kind enough to take this car on our contract with them at 44c—in view of the fact that we could give them the billing, which, in itself, as you well know, is worth considerable money to a firm like Gale Bros. Co., who are located on the B. & O. road, and who do a large through-shipping business.

We agree with you perfectly that when anything is worth what it will sell for, that should be the basis for the discount; but had this car been placed on the market for sale instead of being delivered to Gale Bros. Co. on contract, it would not have brought more than 41c per bu., which is the market price for No. 4 corn. Therefore, our discount of $4\frac{1}{2}$ c per bu. was entirely legitimate, and the same discount that any receiver in any market would have assessed.

We wish to call your attention to the terms and conditions of our card bids, which you will note state very plainly that "off grade grain will be handled for the account of the shipper on consignment," and this is the method we should have pursued in handling this car, but knowing that your trade was made with an understanding that any off-grade grain would be applied on contract at the market difference, we waived this right, and handled it in a manner that we thought would be acceptable to you. We simply call your attention to this fact, to show that we were looking out for your interests and endeavoring to make this shipment as profitable to you as it possibly could be; and we have only to add further that you have a perfect right to investigate the conditions and the market in connection with this car when it came in, for we feel confident that you will finally agree with us that we acted entirely in accord with our rights, and exactly as any other firm would have done under like circumstances. We do not want to hold up anybody or even let any one have the idea that we would, and we certainly will stand up for our rights in all our transactions we make; and in this case we know we are right.

Yours truly,

Henry Heile & Sons.

Now I would appreciate it very much if dealers of experience would give their view of the case for the benefit of the trade.

Shud Henry Heile's Sons settle for the corn on the basis of 44 cts., the price they obtained for it, or does the reported sale of 3 other cars at 41 cts. justify their docking this car $4\frac{1}{2}$ cts.—Edwin Beggs, Ashland, Ill.

WHO COLLECTS OVERCHARGES?

Grain Dealers Journal: I would like to know the address of a company or agency that makes a specialty of adjusting freight bills and collecting overcharges from railroad companies.—Demurrage.

EQUIPMENT TO MOVE ELEVATORS?

Grain Dealers Journal: I would be pleased to have the address of persons having equipment to move elevators, if there are any firms in that business.—F. R. S.

STEEL OR WOOD BINS?

Grain Dealers Journal: It is my intention to construct here a grain elevator of about 20,000 bush. capacity. I would like to know whether to use steel or wood bins, and whether steel bins are desirable?—L. W. Roper, Cleburne, Tex.

PAY FOR COOPERING CARS?

Grain Dealers Journal: Are the railroad companies compelled to furnish lumber for boarding up doors and otherwise coopering cars fit to ship grain in? In case the shipper has to buy the lumber, can he collect for the material from the railroad company?—A Subscriber.

ELECTRIC POWER TO RUN ELEVATOR.

Grain Dealers Journal: In reply to H. L. C., who asks in the Journal for Feb. 10 the cost of power for electric motors in elevators, I would say that the most reliable information that he can obtain is to apply to the nearest central power station, electric light or street railway, as to the cost of the current they sell. Some electric lines in Indiana are supplying electricity to run grain elevator machinery at $3\frac{1}{2}$ c per kilowatt hour.—J. N.

WHERE DID WHEAT GO TO?

Grain Dealers Journal: About the 10th of Jan. we sent several samples of poor grade wheat to Omaha and requested prices for about 1500 bu. like sample. We received a bid from an Omaha firm of 72 cts. track Omaha.

An Omaha broker advised us to sell it to a St. Louis concern who were track bidding us, saying it would bring us more money than our Omaha bid. We accepted his advice and sold them 1500 bu. No. 2 at 82 cts.; No. 3 58 bu. test at $80\frac{3}{4}$; No. 4 at 79 cts. track St. Louis. We shipped a car with 707 bu. of this wheat which arrived in St. Louis Jan. 29th, and graded rejected. This St. Louis firm refused to accept it on sale, but sold it for our account at 12 cts. discount. The markets by this time had gone off four or five cents. When we received our returns, we found we had not only been discounted 12 cts. but was short 33.50 bu. in this small car and had \$11.00 demurrage and reconsigning charges against us. This car netted us $52\frac{1}{2}$ cts., where according to the bid we received from Omaha on the same wheat, it should have netted us 62 cts. at least.

We are positive our weights are correct, as we loaded the wheat direct from the farmers wagons after weighing into the car. St. Louis reports the car received in good order and seals intact. What we would like to know is where the wheat went to.—Conrad Grain & Eltr.

OPINIONS WANTED.

Grain Dealers Journal: We are collecting data against the leasing of export elevators here by private firms, and would ask an expression of opinion from you.

As matters now stand, there is no consideration shown for the greatest good to the greatest number; not only local grain firms are frozen out, but also secondary operators, for instance, interior sellers, f. o. b. buyers, freight and grain brokers.

You must realize the disadvantage of this monopoly of elevators, and as your trade here has undoubtedly suffered from it, we should be glad to have a statement of your views on the situation. Yours truly, M. A. Rogers & Co., New Orleans.

Snow in Car of Wheat.

The engraving herewith shows the very bad condition in which car No. 55016 of the Northwestern road arrived Feb. 8 at the Star & Crescent Milling Co.'s track at Chicago.

Part of the roof of the car was gone and snow covered the top of grain. The shipper whose consignment is thus exposed to rain and snow certainly is entitled to prompt settlement from the railroad company of his claim for damages.

A grain shipper has to be more than an expert plumber to stop all the leaks in his business.

Grain in Refrigerator Cars.

BY E. A. PAINE, DEPUTY BOARD OF TRADE WEIGHMAN.

During the past few weeks I have noticed an unusual number of refrigerator cars loaded with grain. I believe I have weighed more of these cars during this time than ever before and I have met with many conditions which clearly show the danger of shipping grain in refrigerator cars.

I am writing you thinking that possibly some information regarding these cars as grain carriers might be of value to the trade. Possibly others are having similar experiences to mine in this connection.

In the first place, I find grain behind and under the iceboxes of a very large percentage of the refrigerator cars I weigh. I frequently take out from 12 to 15 bushels of grain from behind the iceboxes after the cars have been unloaded and swept clean and I have taken out as high as 50 bushels. This grain would not have been noticed, but for my inspection of the iceboxes after unloading. I also have found quite a few of these cars leaking grain through the water-drips.

It would seem that if shippers must load this class of cars they should use more care in preparing them for grain. In many instances it would be better if the shippers did not board up the iceboxes, but of course, in such cases the drips must be securely closed.

During this month I have weighed quite a number of empty refrigerator cars that showed tremendous discrepancies from the weights stenciled on the outside of the cars. Upon investigation I have found the iceboxes filled or partly filled with ice. In one car the quantity of ice amounted to more than 11,000 pounds,

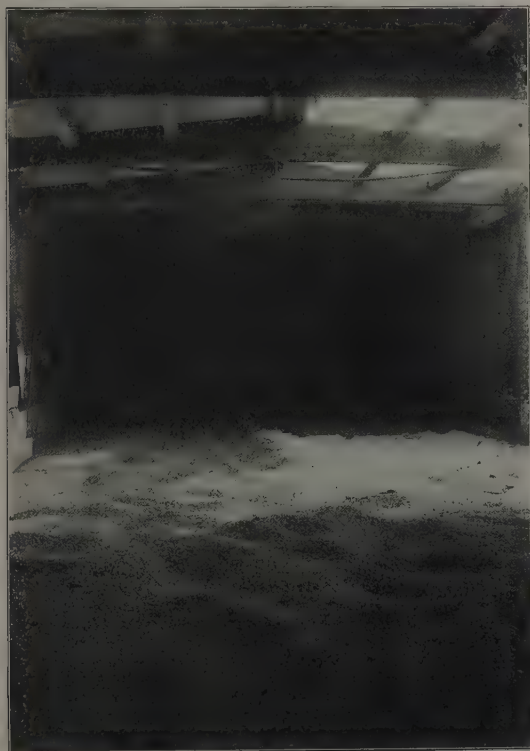
and in several of them the amounts ranged from 1,000 to 4,000 pounds.

I mention this for the reason that if railroad track scales are used in the weighing, it might cause discrepancies in weight, as the ice might melt between the times of weighing the loaded and empty car. You can readily see how the melting of the ice between the two weighings would make the weights arrived at incorrect.

Then again, in some of the cars which I have handled, this ice has melted and damaged the grain in the cars. This damaged grain in each case was not accepted by the elevator company.

It would therefore seem, that in loading refrigerator cars the shippers should see to it that all ice is removed from the iceboxes before loading.

The troubles of Farmer Wilson in his battle with the Keep commission and congress are accumulating. The inquirers are determined to look carefully into the loose methods of the department of agriculture, the senseless reports issued by alleged statisticians and suppose-scientists, as well as into the policy of Farmer Wilson in making wholesale appointments which eat up a vast sum of money annually appropriated by congress in a lump sum. The total number of persons employed on the rolls of the department under direct authority of statutory law is only 969. The remaining number, or more than 4,480, are persons employed from time to time and paid out of lump sums voted to Mr. Wilson's department by congress. This is an explanation of the peripatetic scientists and the horde of special agents touring the country in the alleged interests of the American farmer.—*Northwestern Miller.*



A Load of Wheat and Snow.



Refrigerator Car Not Intended for Grain.

Why Should We Maintain National Association?

[From a paper by A. E. Reynolds, Crawfordsville, Ind.]

Why should we maintain the Grain Dealers National Ass'n? Some questions are better answered by asking others. So we ask:

Can the State ass'n do the work necessary to keep the grain trade in a prosperous and profitable condition? Are there any interests that effect the whole country alike? Can corn be grown on the prairies of the West, transported through the States of Ind., Ohio, Penn., New York, Mass., and finally consumed in the granite hills of Vermont, or the forests of Maine; or carried across the great Atlantic and be controlled the whole of the time by a set of rules laid down by one or two puny Grain Ass'ns in Indiana or Illinois?

These questions might be followed by another list:

Do we need a National Congress? Are there any laws and conditions that effect all of the states of this great republic alike? Do we need any National Legislation to control railroads, commerce and labor? Do we need an Interstate Commerce Law? Do we need a National Postal Law? Do we need an Army and Navy to fight our battles? Do we favor a National Monetary System that makes our money good in all parts of the country and throughout the civilized world? Finally, is there union in strength? Am I in any degree "my brothers keeper?"

These questions are so nearly axiomatic that it seems almost sacrilege to call them up for discussion.

Are we to have uniformity in the grain traffic, or is each state to paddle its own canoe—the old question of state rights. Is it possible that this preposterous question should be capable of being discussed again? And yet in it are involved the very principles that must be advocated by the opponents of the National Ass'n.

Grain is produced in the states of the Mississippi valley under wise laws enacted by wise legislatures looking to the fostering of the industries on which depends the very life and prosperity of these states; laws that will force the market price of grain to the highest possible notch; laws that give the farmer the highest return for his labor.

The same grain is carried by railroads to the consumers in New England, which railroads have enacted for themselves, rules and laws making the rates just as high as they can possibly maintain.

Finally, the grain is consumed in New England under laws that are enacted for the purpose of administering to the best well being of the consumer, the lower they can buy it the better, for on this depends the prosperity of the people in these sections.

In the midst of these three great forces stands the defenseless grain dealer, striving lone-handed to combat forces utterly beyond his control. His interest is to pay the farmer the highest market prices for his grain, in order to foster the industry on which his livelihood depends. To that end he must get it transported as reasonably as possible; sell it at highest possible price; have it inspected and weighed as fairly as possible. In these efforts shall we leave each grain man to fight his own battle? These contending forces are like an upper and nether mill stone, between which the poor grain man is usually ground fine.

The motto of the National Hay Association, "Not for self, but for all," should

be kept at the forefront. You may possibly be able to fight your battle, but what is to become of me, a poor, struggling dealer at a small country station?

What are the needs of the trade? At this interrogation we stand aghast. Yes, what are they? So numerous are they we had better attempt to define what are not the needs of the trade.

We know we do not need higher railroad rates. We know we do not need less accurate inspection rules. We know we do not need less reliable weighing system. We know we do not need less honesty in the business.

Gentlemen, we have not to-day, one single trade rule that is firmly rooted and fixed in the entire fabric of the grain traffic: no special laws governing.

It is a free and go as you please kind of a race; every man for himself and the devil take the hindmost. A mariner without a compass; a ship without a rudder on a tempestuous sea.

If all the grain produced was of uniform quality; all the cars of uniform make that could not leak or be wrecked; sufficient number of them to have one when needed without delay; if all the railroads were able to transport without delay; if the grain could not spoil in transit; if scales could not vary; if contracts to purchase and sell could only be of one kind and void of technicalities; if rules of all kinds governing the trade were as immovably fixed as the laws of the Medes and Persians; if varying one jot or tittle from the straight and narrow path were impossible, then we might not need a National Ass'n. But, are they?

In short, if all men were honest; if the golden rule was the only rule known to govern human motive; if man could not deviate from that rule, then we might not find room for the National Ass'n, but I doubt it even then.

Diogenes of old carried a lantern in the streets in broad daylight looking for a man. I imagine he wanted an honest man. The mission of the Grain Dealers National Ass'n is to carry a lantern, not in the streets in daylight, but into the dark and hidden recesses of the grain trade of this and foreign lands. There to spy out the lurking, dishonest, unreasonable individual who is seeking to sap the trade by his dishonest methods. Its mission is to establish rules and regulations so infallible that "the wayfarer, though a fool, cannot err therein." Its work has not even begun.

It should go on, and on, and on; until trade rules the broad land over are uniform. Until inspection in the prairies of Illinois, in the hills of New Hampshire, or in the crowded marts of the export trade are one and the same.

Until the laws are enacted that will compel the railroads to weigh grain into the cars and turn out the same amount at destination. Until the car situation is solved. Until we have in effect a clean, unconditional satisfactory, uniform bill of lading. Until terminal facilities are so adequate that blockades are impossible. Until grain must be transported in reasonable time, or the loss by delay be made good by the carrier. Until reciprocal demurrage is an established fact. Until fixed market differences are established between contract grades and at least one or two grades below contract. Until arbitration of any differences is an established fact. Until a "square deal" is secured for every man. Then it should go on, and on, and on to see that all these conditions are faithfully carried out.

Finally, when the grain traffic has

reached a stage of perfection in the very forefront the Grain Dealers National Ass'n should be found valiantly fighting to hold every inch of the ground it has so nobly won.

Millers and Grain Dealers Should Be Friendly.

[From a paper by C. J. Pickering, Milledtown, Ind.]

The American mill is the very foundation of the American wheat market. Without the flour mills of the United States we would be solely dependent upon the foreign market to fix the value of our wheat. In building up the milling industry therefore, you are creating a market for your wheat that is independent of blockades, car famines, or which is subject to the supply of wheat in other countries.

The manufacture of flour requires labor and the expenditure of large sums of money. It is worth something to a community to supply this labor and to keep this money in circulation at home. Not only this, but the community also derives all the benefits arising from the consumption of the by-products, as well as the saving of the freight thereon.

There are grain dealers who take a negative view of this subject. Those who cry out for the upbuilding of the export of wheat, but we challenge proof of any interests which are the best for a community, or for the business man, arising from such methods; but grant for the sake of argument that the export market is to be fostered. Past history has established the fact which still maintains itself, that American flour is the most potent factor in stimulating the export of American wheat. American flour is acknowledged the world over to have no superior, and as soon as this product would be shut out of the foreign markets, the foreign miller would turn at once to the cheaper wheats of Russia, India, Australia and S. America for his supplies. The result of such procedure is self-evident. Eliminating the competition in our foreign markets from a high grade of flour, eliminates the necessity for a high grade of wheat, such as is raised only in the United States.

The successful and considerate grain dealer should be vitally interested in having a prosperous milling business about him. It provides the most desirable market for his wheat. Indirectly, it gives to the community the greatest gain possible from the production of wheat.

In view of the foregoing facts, the question as to why grain dealers and millers should be friendly in a business sense, appears somewhat humorous, if not absurd, and yet the fact remains that individuals in these two lines of trade are not as friendly as their mutual interests warrant. Laying aside prejudice and narrow-mindedness, we challenge any one to show any good reasons for this feeling.

Where friction exists between the two interests it has been caused by one failing to respect the welfare of the other. The miller must have wheat. His storage capacity is usually limited, and after his first stores are exhausted he finds himself dependent for his supply upon the terminal markets or the grain dealer. Wheat from the terminal markets is not the most satisfactory because of its mixed quality. If the grain dealer ships his stock to other markets, the miller finds himself resorting to an ultimatum. This is often an offer to pay to the farmer a premium on his wheat in order to secure it. The

grain dealer resents this action of the miller in the spirit of retaliation, and antagonism instead of friendship is often the result.

Organization has done much to overcome this, and can do more. But a short time ago, comparatively speaking, almost every grain dealer or miller regarded his competitor as his adversary or his enemy in business. There is not a man of either Ass'n but will now admit that this opinion was unwarranted and unjust, as well as being absolutely detrimental to happiness and financial success. This false impression arose from the fact that we were not acquainted with our fellows in business, as well as being in a sense, inexcusably ignorant.

I intercede for the combined association of grain dealers and millers. Unite your finance and your efforts; build up and foster your home market; study the demand and the supply in your vicinity. Make a careful investigation of the conditions in any community where new elevators, or new mills are proposed and see if present facilities are not adequate to handle all business offered at that point. If not, it is better to enlarge those plants already established than to build new ones where the business does not assuredly justify it. Our appeal, therefore, asks for more liberal treatment, each at the hands of the other, on the part of both miller and grain dealer.

At the present time the grain dealers are fostering and building up in every way the large terminal markets. They are re-

ceiving as associate members into their Ass'n the Commission Men and Receivers, while they are neglecting and overlooking a more valuable home market, created through our flour mills. They do not open their doors to the miller according to him an equal privilege with the grain receiver. Thus in closing their door against the miller, they are blindly closing the door against their own best interests.

Steel Grain Tanks Pass Through Hot Fire.

The reported burning of wheat in the steel tanks of the Dunlap Milling Co. whose large plant at Clarksville, Tenn., was burned early on the morning of Jan. 15th has aroused much interest in insurance circles and set owners of fire-proof storage to thinking.

This plant consisted of a 750-bbl. mill, an elevator adjoining containing 60,000 bushels of wheat, a warehouse nearby containing 10,000 bushels of wheat and 26,000 cotton bags, also a cooper shop and another large warehouse on the other side of the tanks.

The fire is supposed to have been caused by Sparks emitted from a passing locomotive, as it started at 3 o'clock in the morning in the cotton bags piled on the platform. The mill, the elevator and the adjoining warehouse were completely destroyed. The tanks were not greatly damaged although a large number of grain car doors which were piled up against the right tank was burned, with

the result that this tank was badly discolored, and buckled near the bottom, as is shown in the engraving. The shed covering the boot of the elevator leg which received grain from either tank was also burned and caused the left tank to buckle a trifle. The grain in the tanks was set on fire. As soon as this was discovered the openings at the base of the elevator leg between the tanks were closed tight and sealed with clay.

The two tanks and the leg between the tanks were insured for \$2,000. The contents of each tank was insured for \$10,000, the low rate of $\frac{1}{4}$ of 1 per cent having been given by the Home Insurance Co.

The right tank contained 26,412 bus. of dollar wheat which was settled for on the basis of 25 cts. a bu. The left tank contained 18,022 bus., which was settled for on the basis of 50 cts a bu. From about the opening of the right tank one carload of ordinary salvage grain was removed. The balance of the contents of this tank was sold as low grade milling wheat.

The two long poles shown in the photograph were used to support spouts from the mill to the tanks, the tanks being 50 feet from the elevator and the poles 32 ft. The fact that these poles were not burned would seem to indicate that the burning of the mill and elevator would not have caused sufficient heat to have done much damage to either the tanks or contents if all openings had been closed and no wood piled against the tanks.



Remains of Dunlap Milling Co.'s Plant at Clarksville, Tenn.

Eastern Indiana Dealers Meet at Winchester.

On the occasion of the opening of the new grain elevator of the Goodrich Grain & Hay Co., and as the guests of that enterprising firm, the members of the Eastern Indiana Grain Dealers Ass'n held its meeting in Winchester Feb. 14.

After the new elevator had been carefully inspected the dealers assembled in the ballroom of The Randolph and were called to order at 11 a. m. by Jas. Wellington; E. K. Sowash acting as Sec'y.

A. L. Nelson predicted much trouble with hot corn as the germinating period approaches.

S. D. Mead: The farmers and the grain dealers are to blame for corn not grading. The dealers shud not buy it until it is in condition. The farmers are planting corn so large it will not mature. None of our corn shipped to Cleveland has graded better than rejected. I believe we shud buy grain on grade. It will be easier to sell at a profit.

H. E. McNees: Our corn has graded fairly well. Our off grades have been discounted 2 to 5 cts.

We sorted carefully the corn bot and have been satisfied with the results. The prices ruling at neighboring markets have prevented us buying much.

J. S. Huffer: I have had fairly good results on this year's corn.

Jas. Wellington: If the corn of our section had ripened 3 weeks earlier we would have had no trouble. Our corn for the last three years has been soft and not fit to handle. We have a lot of corn we have reelevated and run thru the cleaner once or twice a week for six weeks. It gets wet if we do not move it frequently.

Tom Morrisson: The last year we put out 600 bus. of Funk Bros. 90 day corn and we have good corn to handle. If we will work with the Perdue University we can secure the breeding of corn in each county and get good seed which will mature. All of our shipments have graded well. Everyone of our farmers have carefully selected seed hung up to dry, hence our prospects are encouraging for a mature crop next year.

J. W. Miller: We have suffered some losses on hot corn. Some of our farmers use seed which matures, but the majority are trying to raise large corn which will not mature.

P. E. Goodrich: We have corn in our elevator which we have been turning every other day for some time. No corn we have shipped from Randolph county this year has graded.

E. M. Wasmuth: All regular dealers shud join the State Ass'n. Prof. Christie of the Perdue Experiment Station is supplying us with circulars of instructions for testing germinating quality of corn and we are circulating them at each station. We are encouraging farmers to breed seed corn at home and then by careful selection and cultivation we hope to develop seed suited to the climate and soil of our section.

The Board of Directors of the State Ass'n have authorized the Sec'y to canvass the members as to their willingness to pay a fee of 50 to 75 cts. per car for the services of a check inspector on the next crop at Toledo, Buffalo and Baltimore.

F. F. Collins: Improved weights have recently been attained at Cincinnati thru the establishment of a weighing Dept. under the supervision of the Chamber of Commerce. The railroads have installed team track scales in their yards and will pay the wages of our weighmen, accept

their weights and bill for freight on those weights.

P. M. Gale: We do not want the business of irregular shippers and will not accept it. If any shipper who knows of such shipments coming to Cincinnati will write me I will endeavor to stop it. The receivers of our market are averse to handling scooper business.

J. W. Sale: The reason the railroads entering Cincinnati have refused to po-

P. Stepanke, Modoc; S. D. Mead and C. Northlane, Northlane; L. Kraus, Columbia City; J. S. Huffer, Yorktown; J. W. Miller and O. Jay, Redkey; J. Sanders, Collett; J. E. Owens, Lynn; D. G. McFadden, Ridgeville; M. L. Cassell, Anthony; J. N. Gordon, Summitville; O. A. Study, Snowhill; A. L. Nelson, Montpelier.

From Cincinnati were P. M. Gale of Gale Bros. & Co., and F. F. Collins.



Dealers at Winchester Meeting Eastern Indiana Ass'n.

lice their yards as requested by the receivers of that city is that they do not wish to acknowledge responsibility for shortages. The reason they do not recognize such responsibilities is because you do not require them to do so.

We handle coal and have received several cars half full. Our claims have been returned to us unpaid with the notation that initial carrier denies liability. We propose to find out who is responsible even if it costs us several carloads. It is not right we shud stand it.

C. A. McCotter, Sec'y of the Grain Dealers Nat'l Mutual Fire Ins. Co.: As an insurance man I am much interested in your ass'ns because they enable me to get acquainted with you and your troubles. The new elevator of Goodrich Bros. which you have inspected today is a modern plant and is in prime condition today in preparation of an inspector's visit [laughter]. In behalf of the company I wish to present a valentine to our host as an expression of cordial wishes for good luck and continued prosperity. [Presented floral horseshoe to host.]

Mr. P. E. Goodrich thanked the donor for the emblem of Good Luck and kind wishes.

Tom Morrisson tried to explain "WHY I am a Democrat."

Jas. Wellington: I move a standing vote of thanks to our host for the entertainment tendered us today. Carried.

The dealers adjourned to the elevator. Thru the thoughtfulness of Mr. Goodrich a special ass'n menu was prepared for the occasion.

Among the visitors present were J. M. Brafford, C. A. McCotter and Bert Boyd from Indianapolis; E. M. Wasmuth, Roanoke; J. W. Sale, Bluffton; Tom Morrisson, Kokomo; Jas. Wellington and C. P. Finch, Anderson; E. K. Sowash, Middletown; A. F. Files, S. C. Hermann and F. B. Miller, Muncie; H. A. Gaddis and

The statistical position of wheat offers no encouragement for high prices. On July 1 the official visible supply in the U. S. was 11 million bus. and the Government reported 24 millions in farmers' hands, making the carryover 35 millions. Adding the crop of 1905, as estimated by the Government, and the total supply for this crop year was 728 million bus. Exports to Feb. 1, Government record, are 63 millions. Allowing 500 millions for consumption and seed and 70 millions to be carried into the next crop, which is double the quantity carried over last July, there remains for export in the last five months of the crop year 95 million bus. Exports of U. S. wheat and flour for January were only 10 millions.—Wright, Bogert Co.

Chicago has increased their commissions. It will take effect March first. Commission on grain futures will be quarter of cent per bushel, instead of an eighth as at present. It will be an experiment. It will probably be disappointing unless general conditions change. The idea of putting traders upon a brokerage basis is a good one. It may help the service. Other markets will probably wait and see the result before attempting to change their rules.—C. A. King & Co.

The Pennsylvania law on concentrated feeding stuffs is said to be unconstitutional. In a circular Secy. Goetzmann of the Millers Nat'l Federation says the exemption at the close of section 2, taking persons engaged within the state of Pennsylvania in the business of manufacturing flour, out of the requirements of the statute, when they sell bran and middlings of their own manufacture, at the place where made, in my judgment, is class legislation, and amounts to denial of the equal protection of the laws as required by the fourteenth amendment to the constitution of the United States.

Goodrich Bros. New Elevator at Winchester, Ind.

One of the most enterprising grain firms of Eastern Indiana is the Goodrich Bros. Hay & Grain Co., which was incorporated in 1898 with a capital stock of \$25,000, by five Goodrich brothers. They have elevators and hay sheds at Winchester, Gaston, Farmland, Durbin, Snow Hill, Westfield, Jolietville, Ridgeville, Gadston and hay sheds at Saratoga.

The company's new 60,000 bus. cribbed elevator, which was opened this month, is located on the main line of the Big Four Ry., in the prosperous city of Winchester, is 82x160 and 98 ft. high above the basement floor. A large double driveway contains two gravity dumps and two Smith overhead dumps and also affords room for loading four wagons from the feed department at the same time.

On the opposite side of the driveway is cribbed storage for 5,000 bus. of ear corn and small bins for each variety of coal handled to facilitate the filling of orders.

The house has a deep basement with cement floor, where is stationed a 50-h. p. gas engine using natural gas. In the basement is the conveyor belt from track sink, also the boots of the eight elevators and a Western Sheller.

On the first or working floor are one Fairbanks Wagon Scale, one Howe Wagon Scale, two Howe Dormant Scales, five indicator stands for the distributing spouts of main legs, a Sidney passenger elevator, a 3-roll high Case Feed Mill and a No. 5 Monitor Dustless Seed Separator.

A receiving sink in the basement with belt conveyor affords facilities for receiving grain from the company's other stations and cleaning or mixing in transit as may be desired.

The house contains 26 hopper bottomed bins. Three of the largest legs are for receiving and shipping, two are designed for handling seed and two for handling feed. In the cupola is a No. 6 Monitor Warehouse Separator and a 1,500 bushel Fairbanks Hopper Scale, with self-regis-

tering beam. Two loading spouts are provided and sufficient fall given to load the largest cars without shoveling.

All dust in the cleaners is spouted across the driveway to the dust house. The entire plant is lighted by electricity. It is wired on six circuits each circuit being fused to seven amperes, so that when one circuit burns out another can be used. At night all electricity is cut out of the plant with one switch in the office.

Adjoining the elevator are two large warehouses, used for flour, feed, seed and wool, each being covered with iron to retard the possible spread of fire to adjoining buildings. This company, being the only one in this village of 5,000 people engaged in the feed trade, enjoys a large patronage.

The office is 16x50 feet, with a private office 14x16 in the rear. Across the front is an oxidized counter railing. The office is well lighted, conveniently arranged and equipped with all the latest and best time and labor saving devices. The house was designed and built by C. F. Temple.

Altho it was somewhat late when the visiting dealers who were entertained by Goodrich Bros. on the 14th inst. adjourned their meeting, still all insisted on inspecting carefully the many attractive appointments of the new elevator.

The past success of the Goodrich Bros. foretells of even greater success now that they are better prepared than ever to care for their trade.

An ordinance, making it a misdemeanor to buy or sell for future delivery cotton, grain or other commodities with a fine on conviction of not less than \$50 nor more than \$100, was recently introduced into the city council of Anniston, Ala.

A contest in behalf of better seed and better culture of grains for 1906 is being conducted by the *Orange Judd Farmer*. A cash prize of \$500 each has been offered for the best work with one acre each of wheat, corn and oats, not necessarily the largest yield, but the best practice in every detail.

New Illinois Grades.

At a meeting of the Illinois Railroad and Warehouse Commissioners held at Chicago, Ill., Feb. 15, new rules for grading grain were adopted, to go into effect March 10.

The new rules are those published in in Nov. 10 number of the Grain Dealers Journal, page 568, with the following exceptions:

The rule for grading barley is that proposed by the Barley Ass'n and given on page 91 of the Grain Dealers Journal for Jan. 25.

The rules for grades of yellow oats are omitted.

The words "Kiln-dried corn shall in no case grade higher than No. 3" are omitted.

The grade of feed barley recommended by the Barley Ass'n will be designated as No. 1 feed barley.

Among the changes from the old rules which have been in force are:

Grades No. 1 and No. 2 long red winter wheat are abolished. Grades No. 1, No. 2 and No. 3 Colorado wheat are succeeded by four grades each of Pacific white and Pacific red wheat. The notes on Black sea, flinty life, rice and frosted wheat are omitted. Four grades of durum and four grades of mixed durum are created. The grades of No. 2, 3 and 4 mixed wheat are new.

No. 2 yellow and No. 3 yellow corn are made 90 per cent instead of $\frac{3}{4}$ yellow. No. 2 and No. 3 white corn are made 95 per cent instead of $\frac{3}{4}$ white. New grades of No. 4 yellow and No. 4 white are created.

The grades of No. 1, 2 and 3 barley are made more definite in description and the weight per bushel is inserted. No. 5 barley is omitted, and two new grades are created, bay brewing mixed and chevalier mixed, the words "barley which has been chemically treated shall not be graded," which were in the old grade of No. 5, being retained in a new grade of rejected barley. The grade of No. 1 feed barley also is new. The date for the omission of the word "new" in the grading of barley has been changed from May to November 1.

Oats are given 3 new grades, Nos. 1, 2 and 3 mixed clipped oats. A provision is added to the oats rule that "Oats that have been sulphured, bleached or chemically treated shall not be graded."

The trial of Senator Burton, of Kansas, has been set for April 2.

The largest field of corn in the United States, if not in the world, has just been harvested in Sac county, Iowa, near Odebolt. The crop is estimated at 300,000 bushels, and 105 men with 200 horses and 37 corn cutters were needed in shocking the corn. The farm is owned by Mr. Adams, of Chicago, but is operated by a foreman.

A strike clause was recently adopted by the London (Eng.) Corn Trade Association and inserted in the new forms of contract. It provides for extension of shipment by a maximum of 28 days in case of strike or lockout at port of loading. Where delay is more than 28 days the clause would no longer be operative. The clause also stipulates certain penalties to be paid by shippers for delays running from 7, 14, 21 to 28 days, respectively. Thus the shippers, in case the strike should extend beyond 4 weeks, will have to pay the eventual difference in price for default in addition to the penalties paid for the extension.



New 60,000-Bu. Elevator of Goodrich Bros. at Winchester, Ind.

All on Account of Jane's System

BY IDLER.

Elijah Gray paused to take aim at a hole in the depot platform, missed it, shifted his quid to the other cheek, and went on. "Ya-as," he said, I hev thot some uv adoptin' a syst'm fer keepin' track uv my shipments better; but dog-gone me 'f I ever get th' time. Its jest rush, rush, rush fr'm mornin' 'til night." And he emphasized the remark by spitting twice at a crack in quick succession.

"Sho, Lige," said one of his auditors, "I didn't notice as yuh was so turrible busy these days." "Well, I am," was the snappy rejoinder, "even if some folks has got cinders in their eyes, 'nd I don't never get no help from anyone. Now, look 't Wells, over thar. 'Til he got so durned prosp'ous th't he cud afford ter hire a young feller fr'm th' business college over 't Bardeen, who c'n keep books 'nd write letters fr'm marks th't look like turkey-tracks, his darter Jane used ter cum down 'nd fix things up fer 'm."

"'nd let me tell yuh somethin'! That thar gal was a reg'lar mascot fer 'm. Fust thing she did, when she started in, was ter get a set uv rec'd books fr'm Chicago, 'nd scale tickets 'nd shippin' bills 'nd blanks uv diff'rent kinds, 'nd she put everything down—fr'm A ter Izzam. Thar weren't no detail uv th' business th't she didn't hev right in black 'nd white. Then she took ter keepin' samples uv every car shipped—all put up in paper lags 'nd 'ranged in rows on shelves, with tags showin' jest what they stood fer. She'd take 's much pride in fixin' up ther things 's my old woman does in her shiney pots 'nd pans 'nd other kitchen contraphuns. It were all jest fun ter 'er."

"When disputes come up with th' people Wells was shippin' to, th' way she'd prove his side uv th' case 'nd cinch things fer 'im were a caution. 'Twud take a durned sight more'n one uv these here Philadelphia lawyers they tell about ter bamboozle her. She'd jest write a letter sayin' what was what, 'nd thar wudn't be no more trouble."

"'nd she didn't stop 't th' office work, nuther. 'Jem,' she'd say ther that lazy lout who used ter work fer Wells, 'this car here is leaky 'nd th' doors 're all bulgin' out. Hey th' R. R. Co. take it right outer here 'nd send us a good one.' Or, 'Jem, those scales 're actin' disgraceful. Old man Jenks must uv got 50 lbs. th' better uv us on that load. When were they tested last?' 'nd so on."

"One week when Wells took 'er down to Chicago with 'im, 'Jem' got kind uv careless-like, again, and th' way she went fer 'im when she got back made that carrot-dyed hair uv his stand up in six directions. 'Th' elevat'r boot is all choked up,' she says, 'nd th' cupola's like an ash barrel, there's dust an inch deep over all th' bins' 'nd the place is that filthy

dirty th't there's no stayin' in it.' When she see th' engine room she most fainted, er pretended to; 'nd 'Jem' went ter work cleanin' up like he was filled with th' seven devils th' Scriptur tells erbout."

"'Wal, th' upshot uv it was th't she got Wells hisself, trained ter do things th' same way, 'nd th' prosperity that man 's had is amazin'. He don't handle no more grain in a seasin th'n I do; but he makes a heap more money on it, 'nd its all 'count what Jane used to call her 'system.' Wisht I had a darter like 'er."

And, sighing lugubriously, Lige hustled back to his elevator at a pace that would have won in a race with a snail, to take up the ceaseless rush of work.

Time of Shipment; Failure to Notify Re-Expiration.

The Arbitration Committee of the Kansas Grain Dealers Ass'n has rendered the following opinion in the case of Longford Elevator Co. vs. Abilene Mill & Elev. Co.:

In this case, plaintiff contracted by telephone to sell to defendant a car of wheat at a given price, the plaintiff claiming that grain was in his warehouse and that shipment was to be made "as soon as possible." Defendant claiming that it was contracted for "quick shipment."

Evidence shows that car was ordered date contract was made, that empty was received and loaded the 8th day; that invoice followed; that draft was duly presented and that payment was refused, buyer (defendant) alleging that time of shipment had expired. Evidence further shows that defendant confirmed the contract for "prompt shipment"; that he made no complaint of delay, nor sent any notice of cancellation of contract until after draft had been presented, payment had been refused and draft had been returned to seller's bank, dishonored; that after twelve days' delay said shipment was resold to defendant, without prejudice either for or against the previous contract, at a discount of six cents per bushel.

Held by this committee, that in face of this dispute regarding time of shipment agreed upon by telephone, the written confirmation of defendant should be accepted as conclusive evidence of his understanding at time contract was made, and that if his own confirmation was contrary to his understanding, he further forfeited his right to refuse the shipment, when he failed to notify plaintiff within a reasonable time after he understood the time had expired, that he would no longer accept the same.

We therefore award the plaintiff the sum of \$74.10, which sum represents the six cents per bushel difference in price, together with \$9.00 demurrage which accrued and was wrongfully deducted by defendant, and direct that the Abilene Milling Co. remit to Secretary E. J. Smiley the sum of \$74.10 to cover this award, together with \$15.00 to cover cost of this special hearing in open session.

Witness our hands this 19th day of January, 1906.

A. H. Bennett,
W. A. Miller,
J. T. White.

Bucket-shops are prohibited by a bill passed Jan. 11 by the South Carolina house.

The New York Cotton Exchange is vigorously taking up the bucket-shop fight, having filed three suits at Memphis, Tenn., to protect its quotations.

Claim for Prospective Profits Denied.

In the case of Early, Foster & Co., Waco, Texas, vs. C. B. Gaunt Grain Co., Wichita, Kans., the Arbitration Comitee of the Kansas Grain Dealers Ass'n rendered the following decision:

In this case, plaintiff contracted with defendant for the purchase of a car of cane seed to be shipped within fifteen days; shipment was delayed and buyer extended time until March 18th, 1905.

Further delay occurred and evidence shows that shipment was not actually made until March 23rd, at which time defendant made invoice and draft thereon. On presentation, the plaintiff (the buyer) refused payment and draft was returned, following which the plaintiff made claim for an alleged prospective profit of \$50.00, while defendant in filed counter-claim for \$3.50, account plaintiff's refusal to pay draft and accept the shipment.

Held by this committee, that a prospective profit is an unknown quantity; that plaintiff, on whom rests the burden of proof, has failed to furnish any evidence to establish this profit, or even a sale by him of the seed contracted for; that plaintiff has failed to establish any damages; that plaintiff failed to notify defendant that he would not accept any shipment if made after March 18th; and that he exercised his right to "extend time, cancel contract or buy in for seller's account" when he refused to pay the draft and accept the shipment made, and that by such refusal to pay said draft and accept said shipment, voluntarily canceled the contract, and is not therefore entitled to recover damages.

That defendant failed to make shipment within the time agreed upon, and that therefore he forfeited his right to any recovery account buyer's refusal to accept the shipment.

That neither are entitled to any damages, and that the costs, amounting to \$9.90, be equally divided between the parties in the controversy.

Witness our hands this 18th day of January, 1906.

A. H. Bennett,
W. A. Miller,
J. T. White.

Senator J. Ralph Burton denies the recent report that he will resign his seat in the U. S. Senate.

The license tax on bucket-shops was increased to \$200 per year recently by the city of Florence, Ala.

The International Bank of St. Petersburg has notified the grain merchants of Odessa that they must cover within a short time the loans which were made them against grain in warehouses, as the Bank is afraid that on a renewal of the rioting the warehouses may be pillaged as was the case in November with the stores of the firms, Glanx-Brachmann, when the above mentioned Bank sustained a loss of about £10,000. This demand of the International Bank of St. Petersburg and the limitation of loans by other banks in connection with grain operations, says M. Anatra, chairman of the exchange committee, "threaten us with a heavy fall of grain prices in Odessa, as grain merchants will be compelled to throw at once large quantities on the market and press their offers and this proceeding will result in the ruin of the merchants."



When You Begin to Feel that the Trusts Have Everything Their Own Way



It is Possible that You Have Overlooked Something.—Chicago Record-Herald.

Advance in Chicago Commissions.

By a vote of 557 to 458 the members of the Chicago Board of Trade on Feb. 15 decided to increase the commission rates, the new rates to become effective March 1.

Sec. 1 is amended by the addition of the following paragraphs:

A member of this Ass'n. cannot execute orders or make purchases or sales on the floor of the Exchange for another member, nor for a firm or corporation of which he is not a member or officer and in which he has less than a 10 per cent interest, without charging the regular brokerage as provided by Sections 4 and 7 of this rule.

A member of this Ass'n. acting as a floor broker may be employed on a salary by another member, or a firm or corporation transacting business on the Exchange floor, in a clerical capacity, provided, that in addition to the regular brokerage paid such member for any transactions he may make for the member, firm or corporation employing him, he shall receive a reasonable and adequate salary for the services rendered in such clerical capacity; that his engagement in such clerical capacity shall be at a fixed salary in no way contingent upon the amount of business transacted or obtained, and that the agreement between the employer and the employee be set forth in writing properly signed and acknowledged and a copy of the same be filed in a sealed envelope with the secretary of the Exchange and subject only to the inspection of the Violation of Rules Committee.

Any member of this Ass'n. when acting individually, or as a member of a firm, or officer of a corporation who shall either directly or indirectly, or through any other person, or through any firm or corporation of which he is a member or officer, shall directly or indirectly charge less than the regular rates of commission established by the rules of this Ass'n.; or shall assume, or rebate any portion of the same, or shall purchase or offer to purchase any grain, seeds, provisions or other commodities consigned to him, or sell them, or for sale, with the intent to evade in any way, directly or indirectly the regular rates of commission established by this rule, shall be deemed guilty of violating this rule and shall be punished as hereinafter provided.

Sec. 2 is amended to increase the commissions on futures from $\frac{1}{8}$ to $\frac{1}{4}$ ¢ on wheat; from 4 to 6¢ per tierce on lard; from $2\frac{1}{2}$ to 5¢ on mess pork; from $12\frac{1}{2}$ to 25¢ per 1,000 pounds on short ribs; and paragraph 8 is amended to read as follows:

It is hereby provided that in case where property is bought or sold for immediate or future delivery for account of members of this Ass'n. or for firms one of whose general partners is a member, one-half of the foregoing minimum specified rates shall be charged and shall be the minimum rates in such cases, except in cases where such transactions are in wheat, corn or oats, and are opened upon an order given in Chicago by a member, or firm, one of whose general partners is a member, or a corporation, entitled under Section 8 of this Rule to members' rates, for his, its or their own personal account, and in no case either directly or indirectly on behalf of any other person either wholly or in part, in which cases the minimum charge shall be at the rate of 1/10 of one cent per bushel.

Sec. 4 is amended to reduce the minimum charge for brokerage from $12\frac{1}{2}$ to 10¢ on wheat, corn and oats; from $\frac{1}{2}$ to 2-5¢ on lard; from $\frac{1}{2}$ to 2-5¢ on mess pork; from $2\frac{1}{2}$ to 2¢ on short ribs; and to change the penalty for violation of this section from expulsion to 6 months suspension. The penalty for violation of Sec. 5 is also changed to suspension.

Sec. 6 is amended to raise the charge for selling bran, shorts, screenings and mill stuffs from \$3.50 to \$5 per car.

Sec. 7 is amended to increase the charge for the purchase and shipment of grain, other than rye and barley, by vessels, from $\frac{1}{4}$ to $\frac{1}{2}$ ¢ per bu.; and for the purchase and shipment of wheat by rail in less than 5,000 bus. lots, from $\frac{1}{2}$ to 1¢ per bu.; larger lots, from $\frac{1}{4}$ to $\frac{1}{2}$ ¢ per bu.; for the purchase and shipment of corn and oats by rail, from $\frac{1}{4}$ to $\frac{1}{2}$ ¢ per bu.; rye and barley, from $\frac{1}{2}$ to 1¢ per bu. Brokerage between members

where the broker does not assume any financial responsibility, on carload lots of bran, from 50¢ to \$1; and on hay and straw, from \$1 to \$2.

The final amendment to Sec. 7 provides that omission to make a charge for sampling shall be considered a violation of the rule.

None of these amendments apply to transactions entered into prior to March 1.

The coarse grains are about the lowest prices made on the crop. While I believe they are going several cents lower, I would not fail to give them the necessary time to do so. There are reasons that will make them cheaper, but a hammer is not one of them. The grain must come and it will come at the proper time. I would not buy corn or oats for any rise that I can see possible, but that does not make them a sale all the time. It will now take but little to turn the market some. A few soft, wet days, a change of sentiment on wheat, a stronger provision market and a little oversold conditions may do it, and all might come together.—E. W. Wagner.

Germany's yield of rye for 1905 was 378,204,000 bus. against an average annual yield for the five years 1900-1904 of 361,548,000 bus. The yield of wheat was 135,947,000 bus. against an annual average for the same five-year period of 129,340,000 bus. In respect to quality, both crops are inferior to the very good quality of last year's harvest. The yield of spring barley in 1905 was 134,204,000 bus. a decrease of 18,449,000 bus. compared with the record crop of 1903 and a decline of 9,972,000 bus. compared with the annual average of the five preceding years, 1900-1904. The average annual production of oats for the five years was 501,809,000 bus. The yield in 1905 was 451,017,000 bus., showing a falling off this year from the average production of upward of 11 per cent, as reported by the German Imperial Statistical Office.

Grain Cleaning Process.

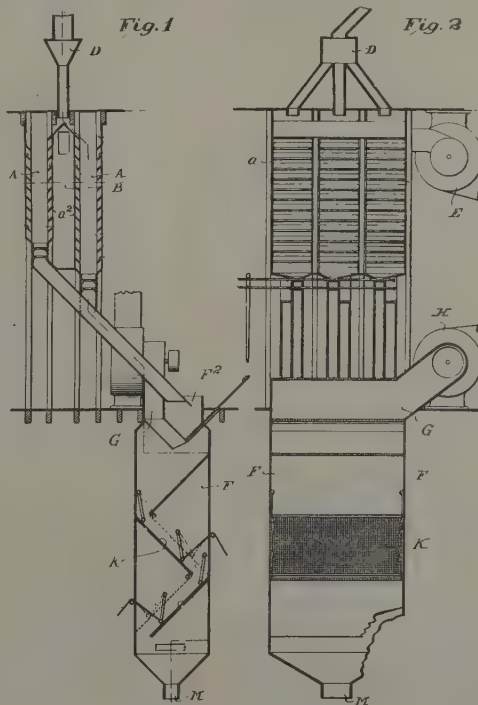
A process for restoring to its original condition or raising to a higher grade grain such as corn or wheat which has been damaged by becoming musty or coated or impregnated with dirt or other foreign material has been devised by Harvey C. Miller of Philadelphia, Pa., who has been granted letters patent, No. 810,960, thereon.

The grain to be treated is first thoroughly dried, cooled and partially deodorized and then passed by gravity over inclined abrading surfaces.

The process is conducted in the apparatus shown in the engraving, Fig. 1 being a sectional elevation and Fig. 2 a section at right angles. The drying and cooling compartment consists of two end walls, a; divided into two longitudinal chambers, A; and an intermediate chamber, B, by the perforated walls. Each of the chambers contains shelves or vanes projecting toward each other from opposite walls. D is a receiving and distributing hopper.

The apparatus is placed in an open room where the air has free access, so that when the fan, E, is operated, air passes from the outside of the chambers thru the grain in A. Three chutes lead from a hopper, F₂, over the vertical shaft, F, which has an outlet, G, connected with a fan, H.

In the shaft are inclined shelves made of wood or covered with screens, K; hinged or connected by a cord to the walls. The dropping of the kernels of grain upon the abrading surfaces and the tossing from one surface to another jolts the grain, disintegrating the foreign material, which is drawn off by the current of air traveling upward. The travel of the grain over the abrading surfaces also polishes the grain before its discharge thru the delivery chute M.



Apparatus for Cleaning Grain.

Grain Trade News

ARKANSAS.

Piggott, Ark.—The Piggott Mill & Eltr. Co. will build a 25,000-bu. eltr. and warehouse and later will add a 100-barrel mill.

CANADA.

Daysland, Alta.—J. E. Vanderburg is new in the grain and lumber business.

Bawlf, Alta.—The Rushton Lumber & Grain Co. has opened a branch here.

Macleod, Alta.—The Farmers Mill & Eltr. Co. has been organized with \$50,000 capital.

Moose Jaw, Sask.—At the recent convention of the Territorial Grain Growers Ass'n, it was decided to join with the Manitoba Ass'n to ask for a complete revision in the rules for grading grain.

Winnipeg, Man.—The Scottish Co-operative Wholesale Society contemplates opening a branch in Winnipeg for the direct purchase of 2,500,000 bus. of Canadian wheat yearly, expecting to save at least \$25,000 a year to the Society and save it from American manipulation and corners.

Winnipeg, Man.—The pure seed special train over the Canadian Pacific and Canadian Northern roads has reached about 95 per cent of the farming community; and the lectures have been attended by over 16,000 farmers. Everyone declares the first Canadian seed special to be a splendid success.

Owen Sound, Ont.—In the complaint of J. Wright & Sons against the excessive charge by the Canadian Pacific for switching cars from the eltr. to the public siding, the Dominion Transportation Commission recently decided that the rate of 2½¢ per 100 pounds was excessively high, and will make a rate on grain purchased f. o. b. cars at the company's eltr., from the eltr. track to the public siding of 1¢ per 100 pounds.

Winnipeg, Man.—The railroads will grant a half rate on pure seed grain, that is free from noxious weed seeds, this privilege commencing each year on the first of Jan. It is also expected that within a few days an announcement will be made by both the C. P. and C. N. Rys. that pure seed grain registered by the Canadian Seed Growers Ass'n, will, when accompanied by the Ass'n certificate, be carried free.

Port Hope, Ont.—Jas. Schulberg, of the grain firm of H. Schulberg & Sons, was smothered Feb. 20 in a wheat bin at the company's eltr. He was superintending the loading of a car when a stoppage occurred. In trying to remove the obstruction in the bin he slipped into the wheat and was immediately engulfed. His brother, H. Schulberg, Jr., narrowly escaped a similar accident while making a desperate effort to rescue him.

Port Arthur, Ont.—The establishment of a grain exchange is contemplated by the grain dealers, who have applied to the legislature for a charter as the Twin City Chamber of Commerce. Possessing the largest grain storage capacity in the Dominion and being the channel thru which nearly all the grain of western Canada passes, the two cities of Port Arthur and Fort Williams are believed to

afford a good field for the activities of a grain exchange.

Winnipeg, Man.—The following committees were appointed at the recent election of the Board of Trade: Board of arbitrators, G. F. Carruthers, K. MacKenzie, G. F. Galt, G. J. Maulson, T. D. Robinson, R. T. Riley, S. Spink, A. MacDonald, H. M. Belcher, W. J. Hammond, J. W. Driscoll and Wm. Brydon. Board of grain examiners, N. Bawlf, G. R. Crowe, G. V. Hastings, J. Love and S. Spink. Dominion board of grain examiners, S. Spink, R. Muir, J. Love, N. Bawlf and G. V. Hastings.

Winnipeg, Man.—The Bank of Hamilton on Feb. 21 applied to the court for an order restraining T. H. Metcalfe from acting under his certificate of membership in the Grain Exchange. Metcalfe assigned the membership to the bank, with other collateral as security for notes. Now the bank desires the membership transferred to its manager, Wm. Russell. Under the rules of the exchange a membership can be assigned only on an application from the member, and Metcalfe declines to make the assignment. The matter will be finally argued Feb. 28.

Winnipeg, Man.—Frank Fowler, W. W. McMillan, F. Phillips, N. Bawlf, John Love and W. A. Matheson appeared before the legislature's committee on agriculture and immigration recently to suggest changes in the grades of grain and amendments to the noxious weeds act. Mr. Fowler said: On the other side of the line, mixing grades was permitted, but that scheme had always been tabooed in the Canadian west. If mixing was permitted in Manitoba, one grade could be obtained, bring more value than if it was sold in separate grades. The principle should be to have as little as possible of the lower grades for sale by raising them in mixing. He was very strongly in favor of a grading system here similar to that in the south. Farmers would profit by such a change.

Winnipeg, Man.—In the annual report of the Manitoba Dept. of Agri., R. G. O'Neally, noxious weeds inspector, says: It is with some regret that I have to report noxious weeds on the increase in the eastern part of the province. The last two seasons were very favorable for the growth of all plant life on account of the excessive moisture, and on the heavy lands of the Red river valley it had the effect of preventing the proper cultivation of the land in the right season. The weeds that are giving the most trouble and are the most difficult to get rid of are the perennial sow-thistle and wild oats. Unless the farmers take more energetic and practical measures for the destruction of all weeds they will have to face a very serious situation. I did not receive the assistance from mill and eltr. owners that I, expected, having had to prosecute in several cases, but I understand that the act will be amended to make it more workable in the interests of all concerned.

WINNIPEG LETTER.

Edmonton, Alta.—The Alberta Milling Co., of Calgary, will build a large grain warehouse.

Port Arthur, Ont.—Work will be commenced in a few weeks on the extension of the King Eltr.

Midland, Ont.—The C. P. Ry. will build eltrs. here. W. F. Tye, of Montreal, has charge of the arrangements.

Blackfalds, Alta.—The Red Deer Mill & Eltr. Co. will build a line of eltrs. along the main line of the C. N. Ry. and also along adjacent branches of the C. P. Ry.

Veregin, Sask.—The Doukhobor Commune Trading Co. will build an eltr. here, and also several in adjoining villages. Peter Veregin has charge of the arrangements.

Ft. William, Ont.—It is reported that the C. P. Ry. will build an eltr., which will be the largest in Canada. Supt. Winter, of Ft. William, is making the arrangements.

Calgary, Alta.—The Western Canada Cement & Coal Co., of London, Eng., with local offices, will establish a number of eltrs. in the northwest. Work will be commenced in a few weeks.

Vancouver, B. C.—Geo. Easterbrooke, of Tweed, Ont., is looking for a site here on which to build a large eltr. The Calgary Milling Co. is building a grain warehouse, and as soon as this building is completed will build an eltr. John Lineham, of Calgary, Alta., will build a 400,000-bu. eltr.—R. F. R.

CHICAGO.

Low grades of corn are selling at a heavy discount.

Memberships in the Board of Trade are selling for \$3,300.

G. S. McReynolds has agreed to file a complete schedule of assets Feb. 26.

The changes in the commission rule adopted Feb. 15 are given elsewhere in the Journal.

The Board of Trade "Bohemians" held their February meeting Feb. 21 at the Grand Pacific hotel. Geo. Nichols was toastmaster.

John Hill, Jr., has opened an office at 6-8 Sherman street as a consulting and auditing expert in grain and other investments.

J. F. Harris has leased the floor in the Counselman building formerly occupied by McReynolds & Co., and will open it as a speculative office for grain and stocks.

The following have been admitted to membership in the Board of Trade: P. J. Hennessey, E. A. Duff, L. C. Knauss, J. E. Gilcreast, T. J. Brosnahan and C. S. Coup.

E. H. Bingham, who retires Mar. 1 from the management of the business of Parker & McIntyre, will have charge of the bond department of W. B. McKeand & Co.

E. W. Bailey, who was struck on the head by a jardiniere after attending the Washington's birthday banquet at the Union League Club, was not seriously injured.

Capt. I. P. Rumsey was the recipient Feb. 9 of 70 American Beauty roses, in honor of his seventieth birthday. The presentation speech was made by Secy. G. F. Stone.

The circuit court gave a decision recently in favor of A. O. Slaughter & Co. and against the executors of the estate of Mrs. Medera G. Thompson, a speculator, involving \$100,000.

The firm of G. S. Blakeslee & Co. has been organized to do a grain commission business. The firm is composed of G. S.

Blakeslee and Samuel Phillips and D. H. Lipsey, formerly with McReynolds & Co.

A reduction of the exorbitant charges for the collection of out-of-town checks by the Chicago banks is expected March 1, since the members of the clearing house have decided to make their trial of the plan only two months instead of three, as first contemplated.

In offering a line of insurance on grain in the new fireproof eltr. at Indiana Harbor, Bartlett, Frazier & Carrington are omitting the co-insurance clause and inserting a provision that the insurance shall cover loss on grain caused by fire damage to the machinery or buildings.

Hubbard Bros. & Co., a cotton firm of New York, Merton E. DeWolf, Burt W. Marx and Chas. E. Watson have applied for membership in the Board of Trade. The memberships of Chas. Eckstein, Wm. J. Thompson and the estates of Thos. A. Taylor and Jacob Williams have been posted for transfer.

Late applications for membership in the Board of Trade are made by Jas. D. Williams, Chas. V. Barr, Chas. W. Honenadel, Albert W. Loughy, Edw. Valk and Samuel T. Hubbard. Geo. M. Peale, Victor Hugo Troendle, Herbert Walker, Chas. H. Stinson and the estate of John Eisner have applied for transfer of membership.

Receivers are compelled to charge 5 per cent interest on advances, under the amendment to the rules of the Board of Trade adopted Feb. 13 by a vote of 515 to 61. The amendment defining car loads of grain also was adopted, making 1,000 bus. constitute a car load of wheat, corn, rye and barley, 1,500 bus. oats, 625 bus. flaxseed, and 30,000 lbs. of other seeds.

The violation of rules committee has recommended that all members request their correspondents to mail them a list of all unclosed trades upon the books of such correspondents at the close of business Feb. 28, submitted over the bona fide signature of the correspondent. Such list shall be subject to ratification by a representative of the secy's office of the Board of Trade.

The contract for the erection of the Santa Fe Eltr. to replace the one burned last fall has been let to the Macdonald Engineering Co. Work has been commenced on the foundation and as soon as it is laid the Macdonald Engineering Co. will begin work on the plant, with the understanding that it will be completed in four months. The working house will be built of wood and will have a concrete storage annex. The combined storage capacity of the working house and annex will be 1,500,000 bus.

At a meeting of cash grain men Feb. 10 the following resolution was adopted: "That the directors of the Board of Trade be requested to submit for the consideration of the ass'n an amendment to the commission rule providing for the separation of transactions for the buying or selling of grain by grades alone, to be delivered on contracts in regular warehouses, and grain that is to be sold or bought by grade and by sample only." Accordingly the directors of the Board of Trade at their next meeting appointed a committee consisting of Geo. R. Nichols, Herbert Ware, H. N. Sager, James Crighton and John B. Adams to formulate the desired changes, among which is the abolition of the penalty for not making a charge for sampling.

Friends of A. D. Pacaud here and in Montreal will be gratified to learn that his determination to hold out for a full

settlement of his claims against Waite, Thorburn & Co., growing out of the oats deal of July, 1902, has been rewarded. On Feb. 20 Mr. Thorburn handed him \$2,350 in currency and Mr. Pacaud immediately indorsed Thorburn's margin certificates. The latter also agreed to drop the latest injunction suit he had started against Mr. Pacaud. Mr. Pacaud is the only one of the numerous claimants to obtain settlement in full, all others having compromised for less. Mr. Pacaud deserves great credit for carrying the case to the supreme court of the state in the face of the very adverse decision of the lower court, and obtaining the decision of the highest court sustaining the margin rule of the Board of Trade.

COLORADO.

Fort Collins, Colo.—Several thousand pounds of Colorado No. 37 oats and Colorado No. 50 wheat will be distributed by the Colorado Agri. College. The distribution is in charge of Professor W. H. Olin, Fort Collins. These grains are calculated to increase the area sown in altitudes of 6,000 and 8,000 ft. elevation.

ILLINOIS.

Blandinsville, Ill.—Wm. Plowright has succeeded F. E. Sharp & Co.

Ipava, Ill.—J. H. McCune contemplates remodeling one of his eltrs. this spring.

Varna, Ill.—The Larose Grain Co., of Larose, has succeeded the Marshall County Grain Co.

Washburn, Ill.—Nelson Peabody is said to be interested in an eltr. which is contemplated here.

Findlay, Ill.—Not much grain being sold here at present; the roads are very bad.—E. R. Boggs.

Plano, Ill.—Jeter & Jeter will remodel and enlarge their eltr. Fred Friedline has made the plans.

Alvan, Ill.—John Allison, of Allison & Son, grain dealers, was thrown from his horse and had a leg broken.

Bloomington, Ill.—The Alton good roads train is said to be meeting crowds of auditors at most of the stops.

Larose, Ill.—Corn in this section is about half moved; oats about 55 to 60 per cent moved.—Mgr. Larose Grain Co.

Rantoul, Ill.—Frank Yates, formerly of Goff & Yates, has purchased the eltr. of Susdorf & Son at Prospect and will take possession Apr. 1.

Heyworth, Ill.—The farmers are organizing a company to deal in grain, coal and lumber and build an eltr. J. A. Laswell has been elected secy.

Findlay, Ill.—E. R. Boggs, formerly in the grain business at Kirksville, has purchased the eltr. and grain business of C. A. Davis and has taken possession.

Lexington, Ill.—The Rogers Grain Co., of Chicago, has purchased the eltr. of Claggett Bros. and has taken possession. The Lexington Eltr. Co. has installed a new loading spout.

Tremont, Ill.—The grain in the hands of farmers is about 50 per cent. The roads are impassable at present and it will probably be 2 to 3 weeks before there will be any movement.—J. Velde.

Decatur, Ill.—S. M. Postlewait, formerly of Postlewait & Co., who recently sold out to W. E. Walker & Co., will not again engage in the grain business but will devote his time to other interests.

East St. Louis, Ill.—It was erroneously

the Chicago Board of Trade has any stated in this column Feb. 10 that the new chief grain inspector, Fritz Einstein, Jr., is a nephew of Warehouse Commissioner French. He is not related to Mr. French. His promotion was not at Mr. French's request, tho Mr. French is gratified to have the appointment made from his own county.

New Holland, Ill.—The sheriff levied an execution on the Farmers Eltr. for \$1,104 on Feb. 10 in favor of Ernest Raber. This concern was supposed to be one of the strongest of the farmers co-operative companies and has long maintained the market for grain at this place at a higher level than in other towns. It is believed that a receiver will be appointed for the concern.

Utica, Ill.—Owing to the price of corn during the past few months having been below 40 cents, the movement of the last crop has been much less than usual, leaving a much larger surplus in the farmers' hands. The movement of oats to market from the last crop has been quite liberal, and yet, in talking with many farmers, they invariably state that there is yet in the farmers' hands as much, if not more, than last year.—Van R. St. John.

East St. Louis, Ill.—The adjustment of the loss on the Union Eltr. has nearly been completed. The total insurance on grain was \$352,000, with 90 per cent loss; insurance on building, \$120,000, with \$15,000 salvage on engines and boilers. Difficulty was experienced in disposing of the damaged grain, the sale having been twice postponed, on account of the bids not coming up to the expectations of the underwriters. The best bid one day was \$17,500. Later the grain was sold for \$22,500 to a local syndicate composed of W. H. Danforth, B. H. Lang, E. L. Wagoner and the P. P. Williams Grain Co. The eltr. will be rebuilt.

Peoria, Ill.—The Central Freight Ass'n has issued the following notice to grain shippers: The C. P. & St. L. C. & A., Illinois Central, C. C. C. & St. L. and Vandalia railways individually announce that effective March 1, 1906, no eltr. or transfer charges at Peoria will be absorbed on grain originating west of Peoria handled on thru published rates to East St. Louis, Thebes, Cairo or Evansville when destined to these roads proper via those points to territory south of the Ohio river on and east of the Mississippi river, including southeastern and Carolina territories. This will have the effect of superseding the notice given under date of Jan. 1, 1906.

Pontiac, Ill.—The Pontiac Farmers Eltr. Co. was organized at a meeting held Feb. 21. Nearly all of the \$7,000 stock of the company has been subscribed, and Secy. Warren Collins, Wm. Lehman and Oliver Buland will apply for a charter. The local dealers offered their eltrs. for sale to the farmers, C. L. Aygarn asking \$6,000, S. L. Morrison, \$6,000, and the Rogers Grain Co., \$3,500. It was voted to buy Morrison's eltr. At the meeting Edward Lynch, pres. of the Farmers Eltr. Co. at Strawn, is credited with having made the following statement: "Geo. W. Brunskill, mgr. of the Farmers Eltr. at Strawn, had received a letter from a grain commission house in Chicago, asking Brunskill to ship them their grain, for which the commission house agreed to pay Brunskill 1/2c per bu. at the end of each year, as a part the manager could put into his own pocket, which would amount to \$1,000 per year." During my 17 years in the grain business I have never heard the like. Can it be possible

member as corrupt as that? Hunt them out, if any; if not, let the Board pass a suitable resolution on such blackmail.—A Grain Dealer.

INDIANA.

Bluffton, Ind.—J. W. Sale is a candidate for nomination to the state senate.

Walls, LaPorte, P. O., Ind.—The eltr. for C. H. Johnston has been completed.—L. D.

Plainville, Ind.—E. J. Keith is erecting an eltr., 45x60 ft., with 7,000 bus. capacity.

Winchester, Ind.—The installation of a drier is contemplated by the Goodrich Bros. Hay & Grain Co.

San Pierre, Ind.—The San Pierre Flour Mills burned Feb. 10. Loss, \$6,000; insurance, \$3,500.

Indianapolis, Ind.—The Cleveland Grain Co. will soon let the contract for its new 1,000,000-bu. eltr.

Greenfield, Ind.—The eltr. and flour mill of Thos. H. New burned recently. Loss, \$35,000; insurance, \$25,000.

New Paris, Ind.—Chas. S. Rohrer has been making all his shipments himself since the death of Wm. J. Charpie.

Worthington, Ind.—The Worthington Eltr. Co. has been reorganized with W. P. Ballard as mgr. and sec'y-treas.—C. P.

Pence, Ind.—Pence & Goodwine are building a large eltr. at a station on the Indiana Harbor Ry. to be called Tab.—L. D.

Fowler, Ind.—The Dunnington Grain Co. has completed an 80,000-bu. eltr. at East Dunn, on the Indiana Harbor Ry.—L. D.

Kentland, Ind.—McCray, Morrison & Co. will build an eltr. at Ade, a new station on the Indiana Harbor Ry. west of Brook.—L. D.

Indianapolis, Ind.—The Board of Trade gave notice Feb. 17 of an increase in the fee for the inspection of grain, effective March 1, to 35c per car, by order of the grain committee.

Washington, Ind.—D. H. Taylor is a scooper. He has a small feed store; and loads grain wherever he can, but principally at Jordan sta., on the E. & I. R. R. He has no facilities.

West Middleton, Ind.—The West Middleton Mill & Eltr. Co. incorporated, \$10,000 capital stock, to do an eltr. and grain business. Incorporators, E. W. Phares, J. M. Middleton and C. R. Nesbit.

Newcastle, Ind.—Logan Henshaw, who formerly owned and operated the plant recently purchased by the Newcastle Eltr. Co., has retired from the grain business and is now located in California permanently.—L. D.

Middleton, Ind.—E. K. Sowash, who has had charge of the eltr. and grain business of J. P. Shoemaker for 6 years, has purchased the plant. He will make needed improvements and operate the plant in his own name.

Kokomo, Ind.—Morrison & Thompson recently advanced \$15,000 on a purchase of 250 bus. of corn from a farmer, who shortly thereafter moved to Missouri and took what corn he possessed with him. A liberal reward will be paid to anyone finding the corn.

INDIAN TERRITORY

Roff, I. T.—The eltr. operated by C. G. Partain burned Feb. 7 with 15,000 bus.

of corn, 7,000 bus. of millet and a quantity of hay. Loss, \$18,000; partly insured.

IOWA.

Blanchard, Ia.—McKee Bros. & Co. have succeeded Walkinshaw & McKee.

Sloan, Ia.—The 35,000-bu. eltr. for the Farmers Cereal Co. has been about completed.

Inwood, Ia.—The eltr. of the L. J. Butten Eltr. Co. burned Feb. 15. Loss, \$6,000; insurance, \$4,500.

Gibson, Ia.—The Home Lumber Co., of North English, has purchased the grain and lumber business of W. J. Graham.

Council Bluffs, Ia.—The 50,000-bu. eltr. for Droge Bros. has been completed. A warehouse is now under construction.

Boxholm, Ia.—The Farmers Grain Co. has been organized with Wm. Larson, pres.; Ernest Wolford, vice-pres.; Dan Good, secy.

Le Mars, Ia.—The farmers have organized a company and will build an eltr. W. H. Null, of Elgin, is pres., and Jas. Hughes, of Stanton, is secy.

Lake City, Ia.—The 2 line companies owning eltrs. here have offered to sell their houses to the farmers co-operative company which is being organized.

Doon, Ia.—The Farmers Eltr. Co. will build an eltr. at once. The following officers have been elected: Joe Klespies, pres.; M. Nagle, treas.; W. Luken, secy.

Ocheyedan, Ia.—The farmers have organized a co-operative eltr. company. The officers of the company are: T. B. Fletcher, pres.; J. L. Timmons, vice-pres.; John Robertson, treas.; Clarence Fowler, secy.

Cedar Rapids, Ia.—The Pawnee Cereal Co. has let the contract for the erection of a 2,000-barrel oat mill and work has been begun on the plant. The mill will be thoroly fireproof and will be operated by electricity.

Keystone, Ia.—The Keystone Mercantile Co. is having plans made and after Mar. 1 will take bids for the construction of its eltr. Wm. Krombach is secy. and treas. of the company; Henry J. Meyer, pres., and Ferd. Schluentz, vice-pres.

I have received a large number of reports estimating the percentage of farmers who own fanning mills and such reports averaged indicate that only about fifteen percent of the farmers of Iowa own fanning mills. This positively indicates that farmers are giving very little attention to cleaning their small grain for seed and common sense is sufficient to conclude that this is the one great reason why the small grain crops of Iowa are depreciating in quality and decreasing in yield.—Sec'y Geo. A. Wells.

Down in northern Iowa the farmers' co-operative concerns copy after one particular institution that has been in existence a number of years and reported to be on the top shelf of success. It is said the stockholders have unbounded confidence in their manager. That he is a shrewd man and a good figurer. Every year he makes up a statement for the stockholders indicating a very successful year. An invoice is made showing stocks on hand, which item always shows up big, but is never gone into by the stockholders. A dividend is declared every year of about \$4.00 on \$10.00 shares, but it is done in this way. The recipients of dividend checks are asked to take out new stock at \$10 per share, putting \$6.00

into the treasury of new money and receiving \$4.00 dividend. A neat little scheme.—The Northwestern Coal Dealer.

KANSAS.

Jewell City, Kan.—Edwards & Son are out of the grain business.

Atchison, Kan.—C. W. Jackson has engaged in the wholesale grain business.

Bison, Kan.—N. W. Jones has purchased a half interest in the eltr. of G. W. Wiechen.

Leroy, Kan.—The 10,000-bu. eltr. for G. W. Ringle has been completed and is now in operation.

Morland, Kan.—The Morland Milling & Grain Co. has been incorporated with \$20,000 capital stock.

Smith Center, Kan.—The 40,000-bu. tile eltr. for the Smith Center Mill & Eltr. Co. has been completed.

Florence, Kan.—The H. Parker Grain Co., of McPherson, is building a 60-ft. chimney for its eltr. power house.

An effort will be made to hold a general meeting of the Kansas Grain Dealers Ass'n at Wichita prior to July 1.

Ellsworth, Kan.—Kipp & Co. are defendants in a suit brought by a grain firm of Kansas City to recover the amount of an overdraft on a shipment of grain.

McPherson, Kan.—Colburn Bros. have purchased the eltr. of the Home Grain Co. and will remove it to Hilton, the station on the U. P. Ry. just north of McPherson.

Elsmore, Kan.—W. D. Cox & Son will bring suit against the Katy road for discrimination in charging an unfair rate, which caused the firm several hundred dollars loss.

Atchison, Kan.—F. P. Lint, who recently sold his interest in the Hinds & Lint Grain Co., expects to operate several small eltrs. in southern Kansas on his own account.

Kiowa, Kan.—Nichols & Burgess have purchased for \$8,000 the eltr. plant of U. S. Landis and will take possession Apr. 1. Mr. Landis will devote his time to his farm interests.

Plainville, Kan.—Stucky & Henrie have purchased the eltr. of the Midland Eltr. Co. and have taken possession. Mr. Stucky, who formerly owned the eltr., will manage the business.

Wellington, Kan.—E. H. Richardson, grain buyer for the Wellington Mill & Eltr. Co., was burned to death recently at Rome. The fire was caused by the explosion of a coal oil stove in his room.

Oswego, Kan.—Miss Clara V. Collins, pres. and mgr. of the Collins Grain Co., was married Jan. 27 to J. P. Glass, of Altamont. The Collins Grain Co. has a line of eltrs. along the Frisco, with head office at Oswego.

Moran, Kan.—The Moran Grain Co. is out \$2.50 which it had to pay recently to get the combination of its safe, which is used only for books and papers. The combination lock of the safe is never used, but recently it was locked accidentally and no one remembered the combination.

Topeka, Kan.—The United Milling & Grain Co. has been incorporated with \$300,000 capital stock, to handle the property of the Taylor Grain Co., which is now in the hands of a receiver. The directors are: Jas. Brunton, New York City; W. H. Foxhall, Cleveland, O.; J. B. Wilcox, Topeka; H. Parker, McPherson.

son; W. J. Raymond, Cherryvale; W. L. Taylor and Edwin A. Austin, Topeka. It is understood that Mr. Taylor will be pres. of the company. The new firm expects to build an extension to the mill and a new flour warehouse.

Grain shippers are urged to take advantage of the new Kansas law requiring railroads to furnish cars on demand under penalty of demurrage. On written application for a car, accompanied with a tender of $\frac{1}{4}$ of the freight charges, the railroad becomes liable to a penalty of \$1 per day for failure to furnish the car. If the railroad agent refuses to accept a check offer the cash. Be careful to have a witness note the date of the application. For failure to receive and forward shipments within the specified time the penalty is \$5 per day.

The official board of the Kansas Grain Dealers Ass'n, at a meeting at Kansas City, Jan. 24, approved the following resolution: In view of the increase in membership of the Kansas Grain Dealers Ass'n, especially in the southern part of the state, and further in view of the fact that the southern part of the state has no representative on the board of directors to which they are entitled, therefore resolved that the official board proceed to elect a fourth member to the board from the southern part of the state. The vote resulted in the election of W. A. Miller, Anthony.

Topeka, Kan.—C. B. Hoffman, who two years ago rescued the Farmers Co-operative Ass'n from financial disaster by contributing his valuable services as manager, is learning how ungrateful is the farmer, and that no responsible business man can afford to have dealings with an irresponsible concern. The farmers have brot suit against Mr. Hoffman for \$3,792, claiming that money lost by him was lost in transactions not permitted by the by laws of the ass'n. What about the profits that he made? Will the farmers surrender them? Mr. Hoffman is to be congratulated on his firm refusal to continue as manager for the ungrateful crew.

Huscher, Kan.—There was a little controversy between the C. B. Gaunt Grain Co. and ourselves over an allowance due them for cleaning a car load of oats. We being unable to agree, Mr. Gaunt suggested that we submit the matter to the Arbitration Committee of the Kansas Grain Dealers Ass'n, of which we are a member. We consented to this and asked him to file his statement, but he did not do so. We have since learned he is not nor ever has been a member of the Kansas Ass'n.—Bossemeyer Bros. The C. B. Gaunt Grain Co. wrote to the Postmaster at Huscher as follows: "We would be grateful to you if you would advise if there is any other grain dealer at Huscher excepting Bossemeyer Bros., of Superior. We bought several cars of red oats from this point last year and we are in the market for 10 or 12 cars this year, but we don't want to buy them of Bossemeyer Bros., as our business with them last year was not satisfactory by any means. If there is no other regular grain buyer there, is it not possible that you could give us the name of some reputable firm or individual whom we could get to buy some oats for us there? An answer upon receipt of this will be appreciated."

KANSAS LETTER.

Knox & Downs, of Belle Plaine, and Ed Mueller & Son, of Hanover, have installed McLeod Bros. Automatic Scales in their eltrs.

Wichita.—A public eltr. of 1,000,000-bu. capacity is to be erected, the structure to cost \$150,000, and will be backed by the Wichita Board of Trade.

E. R. & D. C. Kolp, of Ft. Worth, Tex., who recently opened an office at Wichita, and Kuhlman Bros., successors to P. H. Hendricks at Bonita, have become members of the Kansas Grain Dealers Ass'n.

Hamlin.—Mr. Dowell, of the firm of Berkley & Dowell, which was recently dissolved, will have charge of the eltr. of Brunswick & Co. of St. Joseph, Mo., and Berkley & Son will continue the business of Berkley & Dowell.—M. S.

KENTUCKY.

Waverly, Ky.—A. C. Biggs, grain dealer, died suddenly Feb. 5 from ptomaine poisoning.

LOUISIANA.

New Orleans, La.—Eltr. E of the Illinois Central Railroad has been leased by the J. Rosenbaum Grain Co. which has taken possession and will conduct the business from the Chicago office. No change will be made in the present operating staff at the eltr.

MARYLAND.

Seneca, Md.—Ernest H. Darby will rebuild his plant, which burned Dec. 14, as soon as the insurance is adjusted.

Sykesville, Md.—Wade H. D. Warfield has purchased a site and will build a grain eltr. and storage warehouse.

Baltimore, Md.—The grain inspectors and weighers of the Chamber of Commerce were re-appointed at a recent meeting of the board of directors.

Baltimore, Md.—Abraham Stoner, one of the oldest grain merchants on the floor of the Chamber of Commerce, is seriously ill at his home.

Baltimore, Md.—Clifford C. Anderson, at one time in the grain business as a member of the firm, Wheatley & Anderson, died recently, aged 67 years.

Baltimore, Md.—Hammond & Snyder recently filed an attachment against the steamer Borderer for \$1,000, claiming that the Border Union Steamship Co. failed to fulfill an agreement last year to carry a cargo of grain to a foreign port.

Mount Airy, Md.—Chas. C. Gorsuch, of the firm of N. I. Gorsuch & Son, of Westminster, has purchased the eltr. and flour mill of Chas. A. Runkles. H. C. Gorsuch, son of Mr. Gorsuch, will have charge of the plant.

Baltimore, Md.—The following have been appointed on the arbitration committee of the Chamber of Commerce: Wm. R. Hammond, Geo. T. Gambrell, P. W. Pitt, Chas. England and C. C. Magill. Eugene Blackford, Jr., has succeeded Edgar F. Richards on the oats committee, this being the only change made in this committee. The following have been elected members of the Chamber of Commerce: Jos. Englar, W. P. Stewart, Wm. E. Harris, Edw. H. Wissel and E. O. Thomas.

Towson, Md.—C. Bosley Littig of Baltimore, Geo. E. Silver and W. B. Harlan, three of the most prominent farmers in Harford county, appeared before the county commissioners to urge the establishment of an agricultural experiment station. The commissioners decided to set aside a portion of the county farm.

The corn specials inaugurated by Mr. Littig have proved very successful in increasing the crops of that cereal. At the recent annual farmers institute Clayton M. Lewelling of Beaver City, Neb., said the corn crop was one that Maryland farmers should give close attention to, as Maryland ranks high among the corn producing states.

Baltimore, Md.—With regard to the embargo on grain for Baltimore announced by the Pennsylvania, Pres. Wylie, of the Chamber of Commerce, says: The whole trouble originates in the absence of a drier at Canton. The Baltimore & Ohio had trouble in handling the export trade until its additional drier was installed. When the rush came on we grain men went to the Baltimore & Ohio road and asked permission for the Pennsylvania to use its drier in preparing corn for export, saying that we were willing to pay a few cents extra. We knew that if this was possible an embargo would surely come. The Baltimore & Ohio people received us kindly, but said that they were compelled to refuse, as their own business ran the driers to their capacity. That is the entire story. The railroads coming into Baltimore were unprepared for the grain trade that our exporters have. They did not meet the situation with a promptness that might have saved all of this trouble. They have learned a lesson, and we will profit by it.

MICHIGAN.

Detroit, Mich.—Another bucket-shop has given up the ghost.

Grand Rapids, Mich.—The Watson & Frost Co. has succeeded Watson & Frost.

Ovid, Mich.—Hyslop & Son will enlarge the capacity of their mill eltr. to 15,000 bus.

Niles, Mich.—Burrell & Morgan, of Elkhart, Ind., have purchased a site and will build a large grain eltr. and feed mill.

Charlotte, Mich.—Belden & Co., of Geneseo, N. Y., have purchased the eltr. of O. E. Packard, who will continue the milling business.

Hillsdale, Mich.—F. W. Stock & Sons contemplate building cement or tile grain storage, with capacity for 200,000 bus. of grain, to be operated in connection with their mill.

Caro, Mich.—F. E. Kelsey has resigned his position as mgr. of the Caro Eltr. Co. and sold his stock in the company. It is understood that he will engage in the grain business elsewhere.

MINNEAPOLIS.

A change of name is said to be contemplated by the Chamber of Commerce.

The Farmers Grain Co., of Lakota, N. D., is negotiating, thru its mgr., T. A. Tanton, for a site here on which to build a terminal eltr.

Geo. W. Gardner, who has been in the grain business on his own account and is a member of the Chamber of Commerce, has filed a petition in bankruptcy.

The Railroad and Warehouse Commission has cancelled the license of R. W. Cassell & Co., commission merchants, for failing to comply with the state law.

The plant of the Cereal Products Co. burned Feb. 21. Loss, \$12,000; insurance, \$10,000. It is expected that the salvage will be small. W. R. Drew is pres. of the company.

E. O. Fellows, who has been on trial the second time for forging and embez-

zling \$2,400 from F. H. Peavey & Co., has been convicted and sentenced to state's prison for 1 year.

A new export rate on oats and barley from Minneapolis to the Atlantic seaboard has been announced, effective Feb. 24: to Boston, 24; New York, 22.5; Philadelphia, 21.5, and Baltimore, 19.5c.

Oats aggregating 600,000 bus. was worked for New Orleans for export one day recently by H. F. McCarthy of the Interior Eltr. Co. Other trades the same day brot the amount up to 1,000,000 bus., all presumably to go to France.

Hubert T. Robinson, partner of Edward A. Vaughan, the get-rich-quick swindler, was examined at New York Feb. 15 by the U. S. Commissioner. Robinson is alleged to have been the schemer of the pair, merely using Vaughan's name.

H. H. King has purchased the interest of B. B. Sheffield in the Sheffield-King Milling Co., except the Diamond Mill at Morristown, Minn., and 17 eltrs., and has sold a half interest in the remaining business to the Van Dusen-Harington Co. Mr. King will still manage the business. Mr. Sheffield controls 59 eltrs. in addition to the 17 retained from the Sheffield-King Milling Co. and will operate this line of 76 eltrs. under the name of the Sheffield Eltr. Co. Eltr. K in Minneapolis is included among these eltrs., which have a total capacity of about 1,000,000 bus. W. P. Brackett will manage the eltrs. for the firm. The milling business will be conducted under the firm name of the Sheffield Milling Co., with headquarters also at Minneapolis.

The changes in the rules of the Chamber of Commerce, approved by the directors, were adopted by a vote of the members Feb. 13. The amended rule reads: Receiving and selling on arrival, to arrive or for some deferred month's delivery—wheat, barley or rye, 1c per bu; corn or oats, 1/2c per bu; millstuffs, mill and eltr. screenings or flax screenings, 25c per ton; speltz, ground feed or hay, 50c per ton, but minimum rate shall be \$5 per car. On a sale to arrive, where delivery is not made by the seller or shipper, one-half of the above commission rate shall be charged for any unfilled portion of such sale, whether said sale is filled by a repurchase in settlement of the buyer, or by the purchase in the market of the necessary amount of grain or commodity.

MINNEAPOLIS LETTER.

The reduction of the export rate from here to New Orleans to 18c has induced a large volume of business.

Jas. D. Lamb is filling the position with Lamb, McGregor & Co. which was left vacant by his brother when he took charge of the new Duluth office of the firm.

The intention of the railroad and warehouse commission to change the weight per bu. from 50 to 48 pounds of barley, and to establish dockage on oats and barley is having considerable discussion.

When the boys on 'Change heard of the circumstances in which the late Daniel Getchell has left his family they started a subscription to pay off the mortgage on his home, and have raised the \$3,500 to take care of the incumbrance.—Minn.

MINNESOTA.

Duluth, Minn.—The Duluth Board of Trade has begun trading in oat futures.

Porter, Minn.—The Eagle Roller Mill Co., of New Ulm, will build a 30,000-bu. eltr.

Wylie, Minn.—An independent eltr. company has been organized here with C. W. Johnson secy.

Guckeen, Minn.—The farmers have organized a company to build an eltr. Geo. Sullivan is secy.

Evansville, Minn.—Atwood Bros. & White Co., of Starbuck, are building a 10,000-bu. eltr. and feed mill.

Buffalolake, Minn.—The farmers are organizing a company to build an eltr. M. B. Foster is interested.

Dawson, Minn.—The eltr. of the Security Eltr. Co. burned Feb. 22, with its coal sheds, and nearly the whole town.

Greenland, Minn.—The eltr. of the Jas. Quirk Milling Co., of Minneapolis, burned recently. It will probably not be rebuilt.

Appleton, Minn.—Chas. B. Allen, grain buyer for the W. J. Jennison Co., was killed instantly recently by a fall from the roof of the eltr.

Imogene, Minn.—The Nye-Schneider-Fowler Co. will build a 20,000-bu. eltr. to replace the house burned recently with about 15,000 bus. of grain. The corn and coal houses were saved.

Northfield, Minn.—The eltr. of the Sheffield-King Milling Co. burned Feb. 13 with 600 bus. of wheat, considerable other grain and 800 sacks of flour. Loss fully covered by insurance.

Lawndale, Minn.—The eltr. of the Dakota Eltr. Co. burned Feb. 18, with about 10,000 bus. of wheat, a car load of oats and 2 empties. Loss on the building, \$5,000. Entire loss said to be covered by insurance.

Forada, Minn.—The eltr. of the Osborne-McMillan Eltr. Co. burned Feb. 10, with about 10,000 bus. of grain, including 8,000 bus. of wheat. The fire started in a small building used as an office and engine room.

Audubon, Minn.—The Northern Pacific Railroad has given notice to the companies having eltrs. at this town to have them moved by Apr. 1, on account of double-tracking the main line thru this section of the country.—Farmers Eltr. Co.

Hawley, Minn.—The Duluth Eltr. Co. of Minneapolis, will remove their local eltr. to a new location, as the N. P. Ry. contemplates double tracking its road from Staples to Fargo. The company is looking for heavy house moving equipment with which to do the work.

Elk River, Minn.—Chas. H. Hartwell and John Q. Hill, of Lawrence, Mass., have purchased the eltr., warehouse, dam, etc., of the Elk River Milling Co. and will organize a company, it is reported, to build a mill on the site of the one burned a few years ago.

Mankato, Minn.—The Hubbard & Palmer Co. has made an arrangement whereby farmers can store wheat in its eltr., and receive a ticket which can be exchanged for an equal amount of the celebrated No. 169 blue stem wheat grown by a farmer near by, for seed.

Fairfax, Minn.—The Farmers Co-operative Eltr. Co. incorporated, \$10,000 capital stock, to deal in grain and grain products and own and operate eltrs. and warehouses for storing grain and other farm products. Incorporators, Paul Albrecht, Ole S. Olson, John B. Liehl, and others.

Duluth, Minn.—E. A. McDowell, a veteran grain inspector here, has resigned and will remove to Minneapolis, where

he will engage in other business. He was presented with a purse by the members of the Board of Trade, the presentation speech being made by Pres. Geo. Spencer.

Duluth, Minn.—The cement annex of the burned Peavey Eltr. has been declared irregular by the directors of the Duluth Board of Trade. This action has been taken because it now has no suitable means for receiving and shipping grain. The Peavey Co. will replace the burned house with a fireproof eltr. having 1,000,000 bus. capacity, and in the meantime a temporary house will be built to use as a shipper to load the grain out of the concrete annex.

St. Paul, Minn.—The Minnesota Railroad and Warehouse Commission has postponed until Mar. 26 the hearing on the proposed schedule of rates. Pres. Stickney, who spoke for delay, said: In the future, commissions, state and national, will fix railroad rates. These books will be comprehensive and complete. They will show, for instance, that the way freight traffic is more costly than the through freight. I have attended these meetings before, and they have been all speeches and no facts. That is the trouble with the average meeting of the commission.

The seed special over the M. & S. L. Ry. left Minneapolis Feb. 12, making its first stop at Young America and ending the day's run at Morton. Feb. 13 the run was made from Revillo, S. D., to Delhi. Feb. 14 from Lafayette to Dunnell. The special made stops of about 45 minutes at 27 towns. Professor Andrew Boss, of the University of Minnesota, with his assistants, Messrs. Parker and Wilson, had charge of the lecture work. The seed special over the Milwaukee Road completed its tour Feb. 8, having visited 71 towns in Minnesota and the Dakotas, and covered 2,300 miles in its travels. The speakers were Professors Andrew Boss, Bull and Parker, of the University of Minnesota, and Professor W. A. Wheeler and J. S. Cole, of the South Dakota Agri. School. During the trip 15,000 circulars and bulletins were given to farmers and wheat samples were left at each town.

Duluth, Minn.—The wooden working house of the Peavey Eltr. Co. plant burned Feb. 17 with 970,000 bus. of grain, principally wheat. This eltr. was known as the PV and was the receiving and shipping house for the company's storage house, with capacity for 4,000,000 bus. The fire started in the upper part of the structure, which was 185 ft. high, and gained great headway before discovered. Altho the concrete bins stood but a few feet from the burning eltr. they were not damaged in the least and showed no signs of cracking when carefully examined and are not even blackened with smoke. The heat was so intense that windows were broken in buildings half a mile from the fire but the steel framework of the bins was so well covered with concrete that it did not get sufficiently hot to expand and do any damage. Loss, \$300,000 on building and \$649,000 on grain. Insurance, \$275,000 on eltr. building; \$649,500 on grain; profit insurance, \$10,400; eltr. charges, \$4,500; and on grain in tanks, damaged little, if any, \$325,000. About 20% salvage is all that will be realized.

MISSOURI.

St. Louis, Mo.—The Wabash Railroad has discontinued the allowance of 1/4c for elevation at St. Louis.

Kansas City, Mo.—W. D. Redford has

succeeded F. P. Lint as secy. and treas. of the Hinds & Lint Grain Co.

Kansas City, Mo.—E. M. Jolley, who has been with the Terminal Eltrs. for several years, has accepted the position of mgr. of the Missouri Grain Co.

Kansas City, Mo.—The Board of Trade has decided to increase the commission rate to all non-members to $\frac{1}{8}$ ¢ per bu. on trades in grain for future delivery.

Kansas City, Mo.—The Missouri Pacific has granted a milling in transit rate on grain and grain products originating on the Missouri Pacific and going to the Southern Pacific and Louisiana.

Kansas City, Mo.—A. Rheinstrom of the Rosenbaum Grain Co., Chicago, has removed to Kansas City and taken charge of the Terminal Elevators. He has applied for membership in the Kansas City Board of Trade.

Kansas City, Mo.—The Missouri Railroad and Warehouse Commissioners have answered the request of the hay dealers for a reduction of the inspection fee to 10¢ per car by a statement that 50¢ is not an unreasonable fee.

Kansas City, Mo.—A membership in the Kansas City Board of Trade sold recently for \$3,000, the buyer paying a transfer fee of \$500. The new commission rule passed by the Chicago Board of Trade has caused a sharp advance in the price of memberships here.

St. Louis, Mo.—Fred H. Babcock, formerly in charge of the business of McReynolds & Co. on the floor of the Board of Trade, Chicago, has removed to St. Louis and will on Mar. 1 engage in the cash grain business with another former employe of McReynolds & Co.

Kansas City, Mo.—Grain dealers from unorganized Kansas territory held a conference with E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n, at the Midland hotel, Feb. 20, and resolved to affiliate with the state ass'n. One of the abuses that the grain dealers will work against is the deduction of 100 pounds on grain sold to Kansas City.

Kansas City, Mo.—The National Grain & Eltr. Co. incorporated; capital stock, \$25,000; incorporators, C. C. Christie, B. R. Beall and C. W. Beckham. What does C. C. Christie, the head and front of the bucket-shop interests of the southwest, want with a real grain eltr.? Will Peckham be able to entice his fellow farmers into an alliance with a bucket-shop?

Kansas City, Mo.—Grain shippers held a meeting in the office of the transportation bureau Feb. 7 with a view to getting a better rate on corn and oats between Omaha and Memphis, thru Kansas City. The rates are 12¢ from Kansas City to Memphis over the Missouri Pacific; Omaha to Kansas City, 1¢; Kansas City to Omaha, 1¢; and Omaha to Minneapolis, 12¢. These conditions prevent the handling of much Nebraska corn and oats for the southeastern territory.

ST. LOUIS LETTER.

Jas. S. McClellan, Fred Wiedmer and Martin J. Mullally have been appointed as the committee of appeals in the grain inspection department by the Missouri State Board of Railroad and Warehouse Commissioners.

Allen C. Bates, secy. of the Mississippi Valley Grain & Eltr. Co., committed suicide a few days ago by shooting himself in the head, at the home of his mother. Mr. Bates feared he was a victim of lo-

comotor ataxia and Bright's disease. Mr. Bates had been married only a year.

Charles E. Thomas, consul for Cuba at St. Louis, in a report recently issued of the exports to Cuba, from St. Louis, for the 9 months from Apr. 1 to Dec. 31, 1905, states that grain comes second in the shipments, flour being first. The value of the flour exported was \$673,286 and grain, \$158,294.—W. H.

NEBRASKA.

Dalton, Neb.—L. O. Clough is doing a scooping business.

Giltner, Neb.—C. M. Wheeler is doing a scooping business.

Craig, Neb.—R. D. McCouin and W. S. Craig are scoopers.

Utica, Neb.—Fritz Beckerd has succeeded H. W. Ragan.

Panama, Neb.—N. Nieveen has succeeded Dickson & Nieveen.

Schuyler, Neb.—F. Folda & Co. are out of the grain business.

Ravenna, Neb.—L. P. Southworth is a feeder and does not ship.

Beaver City, Neb.—The farmers are organizing an eltr. ass'n.

Howe, Neb.—R. F. Doval is attempting to do a scooping business.

Seward, Neb.—G. J. Harrison & Son have succeeded Mufner & Harrison.

Willow Island, Neb.—The Willow Grain Co. has succeeded Ralston & Fonda.

Loup City, Neb.—The farmers are organizing an eltr. company. Chas. Snyder is interested.

Bee, Neb.—T. L. Davis has purchased the eltr. of Wm. Boon and will take possession next month.

Wood River, Neb.—The Conrad Grain & Eltr. Co. has succeeded the Conrad Grain Co.

Irvington, Neb.—The eltr. for T. B. Rood has been completed and is now open for business.

Wallace, Neb.—H. Mehlmann and C. H. Walter are attempting to do a scooping business in corn.

Wyoming, Neb.—McCarthy Bros. & Sturm have leased the 8,000-bu. eltr. of the Bartling Grain Co.

Dakota, Neb.—The Akron Milling Co. is tearing down its mill and from now on will operate only its eltr.

Hoag, Neb.—The farmers have organized a company to build an eltr. H. J. Buss is interested.

Dannebrog, Neb.—Demen & Hatt have no facilities for handling grain and are not entitled to bids.

Mead, Neb.—C. V. Beeman is agt. now for the Westbrook-Gibbons Grain Co. in place of M. R. Simpson.

Dorchester, Neb.—M. J. Wagey is mgr. for the Farmers Eltr. Co. and is not in business on his own account.

Lincoln, Neb.—Thos. Cochrane is building a transfer house on the joint tracks of the B. & M. R. and M. P. Rys.

Neligh, Neb.—T. B. Hord owns 2 eltrs. here but ships no grain, using the houses for storing corn to feed his cattle.

Wood River, Neb.—Sam McMurray is mgr. for the Wood River Grain Co., which is doing a scooping business.

Arapahoe, Neb.—The Farmers Shipping Ass'n will build an eltr. Work is expected to begin in the early spring.

Blue Springs, Neb.—The firm of Blythe

& Patton has been dissolved, S. M. Blythe continuing the grain business.

Auburn, Neb.—C. E. Ord & Co. have purchased the eltrs. of H. J. Callen & Co. at South Auburn and Rohrs, Johnson P. O.

Papillion, Neb.—We are now out of the grain trade. J. C. Wright & Son are the only dealers here.—I. D. & A. W. Clark.

Valley, Neb.—C. P. Coy, Son & Co. have no facilities for handling grain and are demoralizing the regular grain business.

Louisville, Neb.—The Farmers Shipping Co. has no eltr. or facilities for handling grain on either railroad at this station.

Omaha, Neb.—The Caver-Von Dorn Eltr. Co. contemplates building an eltr. on the site formerly decided on by the Cooper-Von Dorn Co.

Byron, Neb.—The Farmers Eltr. Co., recently incorporated, will build a 20,000-bu. eltr. In the meantime the company is scooping.

Beaver Crossing, Neb.—J. W. Allen, formerly mgr. for the Nye-Schneider-Fowler Co. at Exeter, has taken charge of the eltr. for the Dawson Grain Co.

Manley, Neb.—The Manley Co-operative Grain Ass'n is doing an irregular business and is scooping all grain into cars. It also maintains the penalty clause.

Ainsworth, Neb.—F. W. Sisson and W. D. McCord have no eltrs. and are doing a scooping business. The Excelsior Lumber Co. has the only eltr. at this station.

Osmond, Neb.—Louis E. Mann has installed a Fairbanks Dump Scale, a stove pipe made of 6-inch gas pipe, and a direct 40-ft. spout of 8-inch pipe weighing 1,800 lbs.

Lincoln, Neb.—The Nebraska Grain Dealers Ass'n on Mar. 6 will file its answer to the supreme court, either allowing the perpetual restraining order or proceeding to trial.

The Nebraska Millers Club, at a recent meeting considered the question of millers owning or controlling more grain eltrs. in the state, with a terminal eltr. at Omaha. The matter will be taken up at a subsequent meeting.

Omaha, Neb.—The Nye-Schneider-Fowler Co. will build its 1,000,000-bu. eltr. at South Omaha, either on the Belt Line or the M. P. Ry. This company owns about 75 eltrs. in Nebraska and its business demanded a terminal eltr. in Omaha.

Friend, Neb.—The Friend Milling Co. has just completed its mill and expects soon to increase the capacity of its eltr. to 60,000 bush. W. M. Brown is no longer in the grain business here but is on the road for a St. Louis grain house.

North Bend, Neb.—Having lost standing with commission firms at several terminal markets the farmers co-operative ass'n has found it necessary to change its name to North Bend Grain Co., in the hope that former victims will not recognize it under the new alias.

Humphrey, Neb.—The Farmers Grain & Stock Co. incorporated, \$25,000 capital stock, to buy and sell grain, coal and farm products and build and operate buildings necessary for the carrying on of this business. Incorporators, H. J. Brue-nig, Franz Freericks, John Dieder, and others.

Omaha, Neb.—The Updike Grain Co. has purchased nearly the whole line of

eltrs. of W. H. Ferguson, increasing its line of houses to over a hundred. All the eltrs. purchased are on lines of the Burlington Road. It is understood that Mr. Ferguson will retire from the grain business.

Holdrege, Neb.—John W. Anderson, who has been mgr. of the farmers' eltr. for 17 years, has purchased the eltrs. of Titus Bros. at Funk, Ragan and Sacramento. It is understood that he will form a stock company and that he will retain his position as mgr. of the Farmers Co. and operate the other eltrs. from this point.

Omaha, Neb.—Suit against the Chicago, Milwaukee & St. Paul Road was brot in the federal court Feb. 17 by the Updike Grain Co. for an order compelling the road to turn over to the Union Pacific at Council Bluffs cars of grain destined to Omaha. For switching the cars from Council Bluffs to Omaha and South Omaha the Milwaukee road charges \$6 per car; while the Union Pacific asks only \$2 per car for the same service, and has been hauling grain across the river at this charge since Jan. 1. The Union Pacific owns the tracks, and the Milwaukee road, in order to pay for the privilege of using the tracks under its contract with the U. P. feels impelled to charge therefore. Behind the refusal of the Milwaukee to cut its rate to \$2 is its wish to turn the grain originating on its own line eastward for the long haul to Chicago. Once the grain has reached Omaha it is almost certain to go south over other lines.

NEBRASKA LETTER.

The Hume-Robertson-Wycoff Co. of Madison will build an eltr. at the new town of Enola, which is not a P. O.

Omaha.—Secy. Merchant of the Omaha Grain Exchange has issued the following statement. "The recent action of the Milwaukee Co. in preventing grain from coming to this market from points on its road in Iowa, demonstrates the fact that it is unfriendly to the interests of this market and Omaha in general. The officials of this company not being satisfied with the injury inflicted less than two months ago, by making lower rates from Kansas City than from Omaha to the Atlantic ports, now are doing all they can to prevent grain coming to this market. This of course is a selfish motive; they want to force the grain from Iowa to Chicago or some other eastern market. In view of the fact that the Milwaukee Co. hauls a great deal of grain from this market, it should certainly be willing to give some support. If they are not willing to do this, they are not entitled to much business."—C. D.

NEW ENGLAND.

Worcester, Mass.—The grain store of Geo. A. Stevens burned Feb. 8 with a large quantity of grain and baled hay. Loss, \$9,000.

Gardner, Mass.—Fred A. Thatcher, formerly superintendent of the plant of the Potter Grain Co. at Shelburne Falls, has taken charge of the business here for the W. N. Potter Sons' Grain Co.

NEW YORK.

Buffalo, N. Y.—Fred E. Pond has been appointed secy. of the Corn Exchange.

Brooklyn, N. Y.—Michael Seiler, dealer in grain and hay, failed recently with liabilities of \$36,000; assets, \$2,000.

New York, N. Y.—Edw. R. Nichols, of Nichols & Gray, grain merchants, died Feb. 7 of heart disease, aged 48 years.

Buffalo, N. Y.—O. A. Bruso, local mgr. for Rubins Bros., received a prized valentine in the form of a 12-lb. boy. All doing well.

Franklinville, N. Y.—The Empire Mfg. Co. will build a 30,000-bu. eltr. and a mill this spring, the plant to cost about \$15,000. The plant will be operated by electricity.

New York, N. Y.—The report of the committee recommending an advance in commission rates on grain was considered at a meeting Feb. 21 of the Produce Exchange.

New York, N. Y.—By a vote that was about unanimous the Produce Exchange on Feb. 7 decided to abolish the delivery of grain in store at Buffalo on New York contracts. The July option is the last on which Buffalo deliveries can be made.

New York, N. Y.—Chas. C. Cameron, who was the New York representative of McReynolds & Co., Chicago, committed suicide Feb. 11 at his home in South Orange, N. J. After the failure of McReynolds & Co. he went with T. A. McIntyre & Co. but did not seem to get over the despondency caused by the failure.

Albany, N. Y.—W. R. Conley, Jr., chief inspector of the Albany Board of Trade, reports the number of cars of grain inspected for the year ending Feb. 15 as 4,986; compared with 4,591 for the corresponding period of 1904-5. The inspection included 2,954 cars western oats, 1,708 cars western corn and 126 cars western rye.

Buffalo, N. Y.—The Electric Eltr. & Milling Co. will build an addition for receiving track grain and increase the track room. Two receiving tracks with 2 sinks each will run thru the addition. Two legs of large elevating capacity will carry the grain up to the garner above two large hopper scales in the addition from which the grain will be spouted to the present plant. Electric power will be used.

Buffalo, N. Y.—The fourth annual banquet of the grain men, which was held on the night of Feb. 10, fully came up to the pleasant anticipations of those who attended. Intimately acquainted as they are, the informal character of the affair enabled the banqueters to have all kinds of fun at one another's expense. J. D. Shanahan was there, but not in an official capacity, the work of inspection and weighing being delegated to the following committee: T. J. Stofer, inspector of liquors; J. A. Seymour, Jr., inspector of vegetables; Geo. P. Urban, inspector of pastry; and Hayden Newhall, inspector of ice cream. The details had been very well provided for by the committee on arrangements, composed of Geo. H. Gisel, O. A. Bruso, John D. Shanahan and Howard J. Smith. The menu card was handsomely designed and illustrated with striking cartoons of committee members and others. S. E. Provost was toastmaster, and the following responded in a witty style that made the program very entertaining: "Why I Became a Christian," O. A. Bruso; "The Corn Exchange," H. C. Harrison; "Too Years in the Grain Business," J. A. Seymour, Jr.; "Pro Bono Publico," Nesbit Grammar; "Me and Togo," Walter Voss; "The Joy of Living," J. D. Shanahan; "Watch Us Grow," G. H. Gisel; "On the Job," F. G. Winter; "At the Sign of the Three B's," B. J. Burns; "Something Elevating," H. J. Smith; "Fads and Fancies,"

R. W. Searle; "Reminiscences," Richard C. O'Keefe.

BUFFALO LETTER.

Chas. Kennedy, pres. of the Corn Exchange, has gone to Honolulu.

The work on the new addition of the Chamber of Commerce building is watched with much interest, as the room it will afford is much needed. The steel frame is up nine stories now.

The condition of the corn coming through by rail has improved some of late. Chief Inspector Shanahan finds that especially the better grades of corn are arriving in a much drier condition than it was a month ago. There is still room for improvement.

Some of the grain dealers are speaking of the grain situation as bound to improve right along now, if only because the bottom seems to be reached, though certain millers are frank enough to confess that they look to see wheat still lower before it becomes firm.

The American Malting Co. is now beginning to lay brick for the superstructure of its big malt house and eltr. in the upper harbor, apparently persuaded that there is not likely to be much more steady winter. It will be well towards the end of the lake season when the eltr. is ready to handle grain.

Car grain dropped off decidedly early in February, but is doing better now and is again running up well beyond 100 cars a day most of the time. Still there is no improvement in the car wheat movement, the inspection report for a month showing only a car a day of winter wheat coming in and still less of spring.

The eltrs. are still pretty well filled with grain and if they are all cleared out by April 15 it will be a marvel. It is estimated that there is not much more than 12,000,000 bus. of storage capacity here, no matter what the figured individual capacity of each house is, that is, if there is to be room left for the operation of the house at the same time.

The wheat afloat in the harbor is moving into eltr. at a faster rate than early in the winter, but there is still room for some uneasiness as to the state of things in the harbor when the new grain fleets get here. There is still a little more than 3,500,000 bus. of wheat afloat here, besides 1,500,000 bus. of flaxseed, which is a big lot to move before the middle of April, when winter storage expires.

The Buffalo eltr. interests are beginning to feel the approach of spring business and are holding informal meetings looking towards a pool. The railroads still insist on including the Kellogg Eltr. in the pool and also of the addition of a winter-storage rate to the agreement. There is always a big division between the wooden and the steel eltr. interests on winter storage and no agreement has ever been reached, tho they ought to be able to get together on that proposition as well as on a summer pool. The new Ontario Eltr. remains to go into the pool during the summer.

The Corn Exchange on March 2 will take up the proposition to reduce the capital stock from \$30,000 to \$7,500, which will enable all grain dealers to become members, as only one share will be required of each member and this will be fixed at \$100 instead of \$1,000, as at present. This plan was formulated by certain grain and milling interests that were out of the Corn Exchange and seems to be satisfactory to all, so it is expected that it will unite all the grain people into

the Corn Exchange and still retain them as members of the Chamber of Commerce.—J. C.

NORTH DAKOTA.

Starkweather, N. D.—John Boulger is a scooper.

Maza, N. D.—E. S. Beaty is out of the grain business.

Perth, N. D.—R. J. Laird has succeeded Laird & Neilson.

Kenmare, N. D.—A. J. England and Fox & Cole are scoopers.

Park River, N. D.—H. B. Newcomb is agt. for the Minneapolis & Northern Eltr. Co.

Hansboro, N. D.—J. E. Brown has taken charge of the eltr. for the John D. Gruber Co.

Napoleon, N. D.—W. M. Nodding, of Parker, S. D., has applied for a building site and will erect an eltr.

Minot, N. D.—The A. A. Robinson Eltr. Co. has purchased the eltr. of F. W. Roach, taking possession Feb. 15. C. Johnson is mgr.

Minto, N. D.—Not much wheat marketed here for about 2 months, and there is not much left in farmers' hands.—Julius Wirkus.

Granville, N. D.—The farmers have organized a co-operative eltr. company. The directors are: Chas. Martin, Wm. Dwell and Axel Lyng.

Carpio, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, O. C. Johnson, Claus Woster, Geo. Jacobson, and others.

Grona (Galloway P. O.), N. D.—The National Eltr. Co. has purchased the lumber yard of the A. A. Robinson Eltr. Co. The company now owns 8 yards.

Surrey, N. D.—The A. A. Robinson Eltr. Co. has purchased the eltr. of F. W. Roach and took possession Feb. 15. Mr. Culbertson is agt. for the new owners.

Chaseley, N. D.—The Farmers Co-operative Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, J. L. Hart, J. P. Hamann, Chaseley, and O. H. Graapmann, P. H. McCormick and others, of Bowdon.

Harvey, N. D.—The Harvey Mercantile Co. has been organized and has purchased the eltr., store and machinery business of the Sayre-Strong Grain & Mercantile Co. H. H. Phillips is pres. and general mgr. of the new firm. Messrs. Sayre and Strong retire from the business here in order to devote their time and capital to their interests in Canada.

Page, N. D.—The farmers in this locality are making a great cry for durum seed and 50% of the winter crop marketed here will be durum. Nearly 1,000,000 bus. of grain has been marketed here during the past season and there will be considerable more to put on the market after seeding.—Trevor Griffiths, agt. Minnesota & Western Grain Co.

Grand Forks, N. D.—The district court recently decided in favor of the Ames-Brooks Co., of Duluth, Minn., in its suit against Chas. Nelson, of Ramsey county, who sold 3,000 bus. of flaxseed for October delivery. The market advanced, Nelson failed to deliver and the company had to buy in the seed at a loss of about \$1,000. Nelson's contention that the deal was gambling was declared by the court to be no defense.

Arrangements have been completed for

a seed grain special over the N. P. Ry., starting Mar. 5 from Fargo. The trip will be made over N. P. lines in North Dakota and Minnesota and will be in charge of Superintendent E. E. Kaufman, of the N. D. Farmers Institutes, and Superintendent O. C. Gregg, of the Minnesota Farmers Institutes, who, with other experts they will select, will give the lectures. Stops will be made at 53 towns. Mar. 5 the train will run from Fargo to Edgely; Mar. 6 from Alfred to Pingree; Mar. 7, Denhoff to Rhodes; Mar. 8, Mad-dock to Sanborn; Mar. 9, Dazey to Marion; Mar. 10, Litchville to Embden and return to Fargo. Mar. 12, Fargo to Glyn-don and then to Henning; Mar. 13, Battle Lake to Milnor; Mar. 14 the trip will be completed with stops at Gwinner and Oakes.

Colgate, N. D.—All farmers' eltrs belong to the scoopers. I don't think farmers' eltrs. want to be recognized as legitimate competition of line houses and others. This country is filled with scoop-shovel shippers and they have been a Godsend to the poor farmer. A scooper has just as much right to buy grain as farmers' robbers eltr. owners. I think if some of your one-sided Illinoisians would come out here and see the loading platforms you would form a different idea of scoopers. Yours truly, H. B. Borneman, Mgr. Under no conditions can the scooper be considered a legitimate dealer. He has no investments and is seldom responsible hence neither farmer nor receiver can afford to have any dealings with him. To do so is to court heavy losses, for the scooper's only way to profits is thru trickery.

OHIO.

Dayton, O.—Geo. S. Schaeffer has succeeded Schaeffer & Boroff.

Leesburg, O.—R. P. Barrett has succeeded Barrett & Henderson.

New Moorefield, O.—Some millers are bidding scoopers at this place.

Benton Ridge, O.—The local eltr. has been opened again with Geo. Caves as mgr.

Agosta, O.—J. C. Blue, a scoop-shoveler, is buying corn from farmers here and shipping to Irving W. Cole at Cleveland, Ohio.

Toledo, O.—The Produce Exchange directors have recommended that the reduced rate on grain futures to members of other exchanges be abolished.

Cleveland, O.—The Reliance Oil & Grease Co., which is attempting to buy hay, is said to be very slick. It is but natural the managers should be greasy.

Cleveland, O.—Imprisonment as well as fine for bucket-shop operators is provided for in the bucket-shop statute which the county prosecutor has drawn up for presentation to the legislature.

Cleveland, O.—The Ohio Reserve Grain Co. incorporated, \$200,000 capital stock. Incorporators, Geo. H. Garrett, Frank N. Carpenter, John H. Jones, Eben Miller and Jas. A. Brierly.

Cincinnati, O.—Gale Bros. Co. will install a 1,500-bu. Ellis Drier purchased from the Macdonald Engineering Co. It will be connected with the eltr. by conveyors and spouts and installed in a separate fireproof building.

Defiance, O.—The Farmers Grain Co., recently incorporated, has succeeded the Farmers Eltr. Co. and Spangler Bros. as well as Chas. T. Pierce. The firm now

owns and operates 3 eltrs. at Defiance, with a combined capacity of 50,000 bus.

Chickasaw, O.—The Chickasaw Grain & Milling Co. has been organized and will begin business Apr. 1. The firm has purchased the eltr. of J. M. Dewese, of Montezuma, and will build a 75-barrel flouring mill in connection with the eltr.

Huntsville, O.—J. Clinton Johnston, of H. W. Johnston & Co., was married Jan. 22 at Bellefontaine to Miss Rose Forbing, of Decatur, Ind. Mr. Johnston was formerly mgr. for the Carroll Eltr. Co. of Decatur, Ind., and purchased an interest in his brother's business last Nov.

Cincinnati, O.—The Standard Hay & Grain Co., recently organized, has leased a building for a storage warehouse. Henry Heile, Jr., who has withdrawn from the firm of Henry Heile's Sons Co., is interested in the new firm. The company has a store at Latonia, Ky.

Weston, O.—Wm. Banister, aged 84 years, stepped into the cob bin at the eltr. of the United Grain Co. Feb. 17 and sliding down 30 feet, was covered by cobs. His mishap was not discovered until it was noticed that his dog was waiting for him and then a hunt was started, which continued for an hour before he was found and resuscitated.

Greenville, O.—The dealers here are conducting a foolish fight for the privilege of losing money on the grain marketed and dealers 100 miles away are following suit because they feel they must keep up appearances. All are losing money and loving the Greenville fighters more zealously every day. Nonsense, get together, or stop buying.

Toledo, O.—The J. J. Coon Grain Co. has been organized to take over the grain, seed and commission business of the late J. J. Coon. Courtland C. Coon, son of J. J. Coon, Wm. W. Cummings and Chris O. Wessendorf, who had been with Mr. Coon for 5 years, have reorganized the firm but will carry on the business as heretofore, according to the expressed wish of Mr. Coon, who left the business to them. The stock owned by Mr. Coon in the East Side Iron Eltr. Co. is to be held by the 3 children as an investment. A. W. Boardman, who has been appointed executor of the estate, having been given power to vote the stock as long as he remains with the company.

OKLAHOMA

Enid, O. T.—The Grain Dealers Ass'n of Okla. & Ind. Ty. met here Feb. 23.

Coldwater, Okla.—The United Farmers Grain and Live Stock Ass'n has been organized with \$10,000 capital and will build an eltr.

Wakita, Okla.—The Wakita Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, G. B. Irwin, C. S. Coulter, E. M. Garrett, and others.

Gibbon, Okla.—The Farmers Grain & Supply Co. incorporated, \$10,000 capital stock. Incorporators, L. D. Jones, W. C. Long, W. L. Branch, and others.

Enid, Okla.—The firm of Randels & Grubb has been dissolved, Mr. Randels retiring and Mr. Grubb continuing the business alone. The firm owned a line of eltrs., but the business will not be affected by the change.

Mountain View, O. T.—The Ocheltree Grain Co., of Chickasha, I. T., runs a scooping outfit thru the new country, not for the purpose of obtaining profits, but for the selfish privilege of preventing

owners of eltrs. realizing anything on their investments.

OREGON.

Portland, Ore.—The Portland Flouring Mills Co. has acquired the plant of the Centennial Mill Co.

Portland, Ore.—The new Albina dock of the Pacific Coast Eltr. Co. will be equipped with machinery furnished by the Invincible Grain Cleaner Co.

PENNSYLVANIA.

The Pennsylvania Millers State Ass'n will hold its next annual meeting at Baltimore, Md.

Philadelphia, Pa.—The directors of the Commercial Exchange on Feb. 9 confirmed the appointment to the grain committee made by Pres. King. The new committee is composed of Samuel Y. McKnight, L. G. Graff, Jr., Geo. J. Ormerly, E. E. Delp, L. G. West, Sydney Street and M. F. Baringer.

Philadelphia, Pa.—The committee which investigated the arrangements between the Keystone Eltr. Co. and the Pennsylvania Railroad reported that it was unable to find any evidence that the terminal allowances were in any way detrimental to the interests of members of the exchange engaged in the grain business.

Philadelphia, Pa.—The following committees of the Commercial Exchange have been appointed for the ensuing year: Grain: Samuel L. McKnight, L. G. Graff, Jr., Geo. G. Ormerly, E. E. Delp, L. G. West, Sydney Street and M. F. Baringer. Arbitration: Frank Richards, J. B. Pultz, M. R. Swartley, A. E. Brecht, A. D. Bahmer, W. H. Donahue, Willis C. MacNutt, Geo. P. White and John A. Killpatrick.

If we are to judge of the charges and counter charges made against the grain carriers and receivers at the last annual election of the Commercial Exchange of Philadelphia, there is room for an investigation on the part of the Interstate Commerce Commission. On the one hand, it is charged that a local eltr. company has special privileges in the handling of grain for local consumption and for export, in the way of rebates for elevator charges. The eltr. in question is the property of the Pennsylvania Railroad Co. and is leased to a local grain firm. An outsider ordering grain to this eltr. must pay the usual charges for unloading and storage. If the lessee in question has these charges remitted or re-bated from the freight, it will be readily seen that outside receivers are at a disadvantage. It is only proper to note that a committee of the Exchange, appointed to investigate the charges, has reported that they are not sustained. And yet this report is not accepted as final or conclusive by the parties interested.—The Miller's Review.

PHILADELPHIA LETTER.

Jos. Bosler, director of the Commercial Exchange, will be given a complimentary banquet Tuesday night at the Bellevue-Stratford in honor of his having been appointed assistant United States Treasurer.

Considerable interest is manifested by the grain men in the efforts to secure a uniform grain inspection and grading law. The McCumber and Carter bills are, as a consequence, being dissected and all points thoroly discussed.

Samuel McKnight, the new chairman of the grain committee, was among those who were served with warrants and bailed in \$500 each to appear before Magistrate Beaton to answer to the charge of illegally selling bran. This is said to be the beginning of prosecutions by the wholesale against the feed men here, and thruout the state. These arrests are based upon an act of the Pennsylvania legislature, approved by the governor Apr. 25, 1901, and amended Apr. 24, 1905, entitled "An Act Regulating the Sale of Concentrated Commercial Feeding Stuffs." On the arrest of these members of the Commercial Exchange, Pres. King and Secy. Logan took the matter in hand at once and every one who was arrested was bailed. The law is such a sweeping drag net that it is freely admitted that almost every member of the Exchange, as well as thousands in the wholesale and retail trade are liable to prosecution on the shortest notice.—S. R. E.

PITTSBURG LETTER.

Millfeed has been quite active for a month prior to the last few days. In that recent period the market has shown a disposition to sag and grow more listless. Arrivals are all being sold, but not so much vim marks the spirit of trading.

The rye situation for the past month has been full of contradiction. Four weeks ago it was dull to the point of declining quotations. Two weeks later there was a slight reactionary movement, altho prices did not advance. At present it is undeniably dull, and prices have gone down to 71½ to 72½ for No. 2 Michigan.

Western dealers are offering shelled corn in this market below local quotations, and Pittsburgh dealers are thus compelled to lower prices to meet foreign competition. Receipts are heavy and demand is light. Selling is hard work and the outside influences referred to are having a demoralizing effect. Grading continues good and under ordinary circumstances business should be good; but it is not and quotations are lower.

Two weeks ago the straw market was very dull. Just now, while there is no genuine increase of interest nor any appreciation in values, the atmosphere is slightly cleaner, and receipts, tho ample, are not so large as they were. Oat and wheat straw are just about holding their own, while rye is slightly firmer. A few more cars, if sent forward now, are likely to be accorded a proper reception, if No. 1 quality. It is idle to send lower grades for they are not wanted.

As proof of the fact that the way to stimulate trading is to give people what they want, may be instanced the stronger ear corn situation since the bulk of receipts have changed from lower grades to No. 2 yellow. This is readily salable and more can be handled. Two weeks ago the market was shaky and complaints of lack of soundness were frequent. Warnings were sent to shippers, evidently with good effect, for more recent arrivals have been of greatly improved quality. Prices for top grades are easily maintained and buyers are content. Low grades are still slow of sale.

Oat prices have been reduced after a strong effort to maintain former selling prices, as the pressure on the market increased in weight. Dullness has been approaching for several weeks and arrivals cannot all be sold, notwithstanding receipts are light. Weak western markets

operate against the local situation, buyers holding off in anticipation of declines. Buyers are in full control of the market and purchase only when they please, and very nearly how they please. The outlook is not encouraging, and the unexpected will have to happen if improvement is to be worked.

Demand is still for good hay. Receipts of timothy are heavy, but no more than enough top grade coming forward. Clover mixed is in just about sufficient supply. It is a pleasure to observe that clover is coming forward less freely, for it is not wanted and receipts to a short time ago were discouragingly large. A few cars of real No. 1 green clover could be sold, but there is none of that description here. If shipments of hay of all kinds were normal at all times instead of "spurts" it would be much more profitable for shipper and dealer. Scarcity and glut are unsettling factors and do not work out in the long run. Shippers should send along what they have, as they have it. Waiting for high figures and then overstocking the market always produces depressing results.—C. H.

SOUTH DAKOTA.

Aberdeen, S. D.—The Hawkeye Eltr. Co. is building an eltr.

Bryant, S. D.—The farmers are organizing an eltr. company.

Send the Journal the news of your territory for publication in this column.

Erwin, S. D.—H. B. Atwood has succeeded Atwood & Snyder, having purchased the interest of Mr. Snyder.

Erwin, S. D.—The farmers have organized an eltr. company and will either buy one of the present houses or build an eltr.

Eltrs. in South Dakota are loaded to the roof with wheat, the cars furnished by the railroads not being enuf to ship the daily receipts, let alone move the accumulation.

Estelline, S. D.—G. B. Pope will improve his old eltr. which has been closed for about 10 years, and will build an addition to it. He expects to be ready for business by Aug. 1.

The Eagle Roller Mill Co., of New Ulm, Minn., will build 30,000-bu. eltrs. at Hecla, Columbia, Mansfield, Rockham, Lebanon, Raymond, Elrod, Hitchcock, Wessington, St. Lawrence, De Smet and Miller, S. D.

SOUTHEAST.

Wilmington, Del.—The 100,000-bu. eltr. of the Phillips-Thompson Co. has been about completed.

Newport News, Va.—The Dabney Brokerage Co. will build a 25,000-bu. eltr. and install drier of 100-bu. per hour capacity and sacking scale for handling interior trade.

Winchester, Va.—The T. P. Spates Grain Corporation incorporated, \$10,000 capital stock, to operate a grain eltr., store grain, etc. J. H. Savage, pres.; T. P. Spates, secy. and treas.

Montgomery, Ala.—The brokerage and commission firms of W. A. Davis & Co. and S. T. Shank & Co. have been consolidated and incorporated under the name of the United Selling Co., of which W. A. Davis is pres.

TENNESSEE.

Memphis, Tenn.—The Gertie Agricultural Co. has been incorporated with \$50,000 capital stock, to grow and market rice in Shelby county.

Memphis, Tenn.—Chas. F. Kolp, local mgr. for E. R. & D. C. Kolp, of Ft. Worth, Tex., has been admitted to membership in the Merchants Exchange.

Hornbeak, Tenn.—The Hornbeak Milling Co., recently incorporated, has taken over the mill of W. P. Williams, who is treasurer of the new company. An eltr. will be built and a new boiler and engine installed.

Nashville, Tenn.—The grain warehouse of Anderson & Harris burned Feb. 12 with a quantity of wheat, corn and hay. The structure was owned by the L. & N. Ry. Loss, \$17,000. The plant of the Nashville Warehouse & Eltr. Co. was in danger for a time.

Memphis, Tenn.—Poston & Co., wholesale grocers, will move out of the T. B. Jones & Co.'s warehouse March 15 and soon thereafter Jones & Co. will commence the erection of a 100,000-bu. eltr. Plans for the new house have been made by Fred Friedline.

Memphis, Tenn.—The following committees of the Merchants Exchange have been appointed for the ensuing year: Grain inspection, Vernon L. Rogers, chairman; H. H. Maury, E. C. Buchanan, D. G. Patton and T. B. Andrews. Hay inspection, S. T. Pease, chairman; J. J. Wade, W. P. Brown, Howell Turner and W. D. Moon.

NASHVILLE LETTER.

The Atlas Milling Co. of this city has commenced the construction of an additional warehouse to its plant to be 50x250 feet. This is the first move of the company to triple its capacity.

Mill and grain men in this section took much interest in the case of S. and S. J. Cannon against the Mobile & Ohio Railroad Co. before the Interstate Commerce Commission, the complainant claiming that the rates on flour from St. Louis and Cairo, Ill., to Gorda, Ala., are unreasonable. The case was decided against the complainants.

Considerable hay is coming into Nashville from the country in wagons, this being caused by the shortage of cars. On the hay market here, where hay is bought and sold, there has for the past week or so been a congestion of wagons loaded with hay. The river is also the means of transporting. The supply in the country is still believed to be large, and the demand is good.

The Nashville Grain Exchange met on the night of Feb. 20. Among other business transacted, the exchange endorsed an address of the Nashville Board of Trade insurance committee, sent out to the people of Tennessee, and looking to the improvement of insurance conditions in Tennessee. Sam Douglass of the exchange is chairman of the board committee and the address was in the main prepared by him.

Movement of all kinds of grain is heavy through Nashville now. Much wheat, corn, oats and rye is coming in here, but the demand is much smaller than it was at last writing. It is with difficulty that any great amount of wheat is being sold, as all the mills do not care to invest on the present weak market for flour. The eltrs. as a consequence are becoming full, and the stock on hand has materially increased.—R. N. C.

TEXAS.

Vernon, Tex.—H. K. Greever will build an eltr. with facilities for receiving grain from cars.

Greenville, Tex.—The H. T. Weathers Grain Co. has bot out the grain business of E. Schiff & Co.

Dallas, Tex.—The Texas Grain & Milling Co. has increased its capital stock from \$2,500 to \$45,000.

Cleburne, Tex.—L. W. Roper will build an eltr. of about 20,000 bus. capacity, with wheat cleaner, oat clipper, chop mill and corn sheller.

Austin, Tex.—The Texas Railroad Commission on Jan. 27 dismissed the proposition to grant extra time for unloading cars containing more than 40,000 pounds. It was decided to adopt a uniform B/L, but without the objectionable clause limiting the liability of carriers for use in Texas.

TEXAS LETTER.

Ft. Worth.—The arbitration committee of the Texas Grain Dealers Ass'n met here on Feb. 14. The following members were present: J. Z. Keel, Gainesville; F. B. Weeks, Houston; H. O. Waters, Sanger; R. W. Burrage, Gainesville; J. A. Buie, Brownwood; E. B. Daggett, McKinney; J. P. Harrison, Sherman and Sec'y H. B. Dorsey of Ft. Worth. There was quite a long docket before the board.

The Railroad Commission of Texas has announced that it will take up in the March Docket on Mar. 20, at Austin, Tex., the following amendments to grain tariff No. 2B: "To amend rule 2 stopping in transit rule by adding milo maize to the list of articles subject to the privilege therein provided; to amend rule 2, milling in transit rules, by adding kafir corn and milo maize to the list of articles subject to the privileges therein provided."—J. S. W.

UTAH.

Logan, Utah.—The organization of a company with \$75,000 capital to take over the three flour mills at Smithfield, Richmond and Weston is contemplated.

WASHINGTON.

Hartline, Wash.—The Farmers Grain & Supply Co. will build an eltr.

Walla Walla, Wash.—The prison bag factory has received orders for 1,000,000 grain bags. The output now is 7,000 sacks daily.

Olympia, Wash.—Action on the request of shippers and growers for a joint rate on wheat has been postponed by the Washington Railroad Commission until summer.

Reardan, Wash.—The Farmers Grain & Supply Co. will build a 50,000-bu. eltr. to handle bulk grain. It is expected that it will be completed in time to handle the 1906 crop.

Ellensburg, Wash.—A considerable acreage will be sown to durum wheat this spring by the farmers of Kittitas County, their interest having been aroused by the report that Geo. Jenkins, of this valley, obtained a yield last year of 30 bus. per acre.

WISCONSIN

Milwaukee, Wis.—The firm of Upman & Leland, grain commission, has been dissolved.

Superior, Wis.—The annual election of the Superior Board of Trade was held Feb. 23.

Bloomer, Wis.—The Bloomer Mill Co. has the materials on hand for the erection this summer of its eltr.

Washburn, Wis.—The Omaha Road is making repairs in its eltr. and it is believed that it will be remodeled.

Milwaukee, Wis.—Chas. Wollgast, who has been eltr. foreman for B. Stern & Sons for the past 11 years, died Feb. 8 from blood poisoning.

Milwaukee, Wis.—The directors of the Chamber of Commerce have adopted resolutions strongly disapproving of Senator McCumber's bill for national inspection of grain.

Superior, Wis.—M. L. McMinn, who formerly had a grain office in the Board of Trade building, has filed a petition in bankruptcy. Liabilities, \$35,000; assets nothing but some exempt property.

Superior, Wis.—The Omaha Road is remodeling and repairing the bins of its eltr. at Itasca. When the timbers were placed in the house they were wet and green, which has caused the sides to dry rot.

Milwaukee, Wis.—The advance of the commission rate at Chicago to $\frac{1}{4}$ c per bu. on grain futures is of great interest to the members of the Chamber of Commerce, where the rate remains at $\frac{1}{8}$ c, tho the quotations traded upon are the same as those at Chicago.

Green Bay, Wis.—The W. W. Cargill Co. has purchased a Hess Drier and Cooler to be erected at Green Bay for drying all kinds of grain, but expressly for drying oats before loading into vessels. After oats have been purified there remains about 2 per cent of moisture on the surface, and if stored in that condition the oats become tough, so that the use of a drier is practically a necessity. The dryer to be installed at Green Bay will have a capacity of 25,000 bus. daily.

MILWAUKEE LETTER.

In the opinion of President B. G. Ellsworth and other leading members of the Milwaukee Chamber of Commerce, the final adoption of the $\frac{1}{4}$ c commission rule on all grain options by the Chicago Board of Trade will undoubtedly prove of direct benefit to Milwaukee's board. Later it is not unlikely that similar action will be taken here.

Congressman Esch of this state has introduced a bill prohibiting officers and employees of all common carriers from engaging in any other business, directly or indirectly, than that of transportation. This measure, which meets with the hearty sympathy of many members of the Milwaukee Chamber of Commerce, is largely the result of the recent decision of the Federal Supreme Court in the case of the coal carrying roads.

The positive announcement of officials of the Grand Trunk Railway that active steps are being taken to develop the Milwaukee business of the road is very gratifying to local shippers. It has been known for some time that this company contemplated making Milwaukee its western terminus, and intimate relations are said to have been established with the Wisconsin Central for through western connections. During the coming summer several new car-freighters are to be operated as part of the Grand Trunk service.

"While I was rummaging in my attic I came across several duplicate Bs/L that show what freight rates were from Mil-

Supply Trade

Telling advertisements are tireless salesmen.

The E. W. Ross Co., of Springfield, O., will engage in the building of gasoline engines.

A receiver has been appointed for the Marinette Gas Engine Co., of Chicago Heights, Ill.

J. J. Gerber of Minneapolis, Minn., has improved his facilities for the manufacture of the Minneapolis "V" Elevator Bucket.

The Olds Gas Power Co. has succeeded the American Suction Gas Producer Co. and the Olds Gasoline Engine Works of Lansing, Mich.

The Great Western Mfg. Co., of Leavenworth, Kan., suffered \$15,000 loss by fire at its plant Feb. 14. The loss is covered by insurance.

The Macdonald Engineering Co., of Chicago, Ill., has made improvements in the Ellis Grain Drier, which it is manufacturing and installing.

J. F. Allen and W. F. Slyker have formed a partnership under the name, Allen & Slyker, to engage in elevator building, at Kansas City, Mo.

Olson Bros. & Co. have succeeded Olson, Engh & Co., builders of grain elevators at Chicago, Ill., Tollef J. Engh having severed his connection with the firm.

The secret which underlies successful advertising can be learned by every intelligent business man. Once mastered it is a valuable addition to his capital. Have you learned it?

The B. S. Constant Co., of Bloomington, Ill., is sending out a large mailing card which contains a good description of the United States Corn Sheller and other Constant specialties.

The conditions under which patent rights are granted should be more in conformity with the laws of other countries, which compel the owner of a patent to manufacture and market his article within two years or forfeit his rights.

The Steel Storage & Elevator Construction Co., of Buffalo, N. Y., has recently been awarded contracts to build grain storage tanks of 20,000 bus. capacity for the Sessions Grocery Co., of Andalusia, Ala., and Case Bros., of Greenfield, O.

In the case of new publications applying for admission to the second class, entry can not be granted unless the legitimate list of subscribers equals fifty per cent of the whole number of copies regularly printed and circulated by mail or otherwise; and to sustain a second-class status at least that proportion of subscribers to the whole circulation must thereafter be maintained.—*Daily Bulletin of Orders Affecting Postal Service.*

Conceding that a patent system in some form is desirable, no country has been so improvident as ours in the form of the system. Other countries make the issue of patents a source of revenue by exacting a percentage of profits, and also reserve the free use of the patent for Governmental purposes. In our country, the patent is granted for a few dollars, and the Government not only fails

to derive any revenue from the enormous profits at time made, but places its own neck under the heel of the monopoly to which it has given existence. As an illustration, the Government, in providing for the national defense, must often pay royalties on armor plate, due to patents which it gave gratuitously.—Hon. Jas. M. Beck.

The marked advance in the market price of lumber and practically all building material promises to increase the cost of elevator construction over last year. So little snow has fallen in logging camps that much difficulty has been experienced in getting logs to the mills, with the result that the supply will be short and give the manufacturers an excuse for raising prices. It is somewhat difficult to induce mills to quote prices on cribbing to hold good any length of time. Cement has also advanced 30 to 35 cents per barrel. Usually the cement mills accumulate a surplus during the winter months and contractors then arrange for their year's supply. The open winter has enabled the cement users to keep busy, with the result that no surplus has been accumulated and few contractors have given any thought to their future needs. Nails and hardware are practically the same as last year. Belting has advanced to per cent and galvanized iron 20 per cent.

Chicago's New Commission Rules.

Chicago's advance to $\frac{1}{4}$ c a bushel on futures will entirely eliminate the outsider who plays for moderate profits, say 1 to 3 cts a bushel. If the $\frac{1}{4}$ commission does not, of itself, stop him from trading, he will be obliged to stop eventually, because the $\frac{1}{4}$ c commission will eventually eat him up.

The proper sort of a rule to adopt would have been one that offered concessions to members of other exchanges, regardless of whether they belonged to the Chicago Board or not and a rule that would invite accounts; say 1-32 commission on trades made and closed the same day, 1-16 on trades that remained opened a week; $\frac{1}{8}$ on trades that remained open 30 days or less, and $\frac{1}{4}$ on trades longer than 30 days. The trader who will leave a trade open more than 30 days, doesn't care whether he pays $\frac{1}{4}$ or $\frac{1}{8}$ c, and the trader who runs an active account not only cannot pay $\frac{1}{4}$ commission, but he can't pay $\frac{1}{8}$ c. Chicago did its best business when 75 per cent of its business was being done at 1-16 or less, some of it at \$2.00 per 5,000 bu. However, it's Chicago's funeral and they will discover it soon enough.—*Duluth Commercial Record.*

Heavy sales of oats are being made for export from Minneapolis to France by way of New Orleans.

A bill increasing to \$30,000 a year the federal appropriation to each state and territory for the support of agricultural experiment stations was passed Feb. 15 by the house of Representatives.

The Quaker Oats Co., during 1905, earned 14.46% net on the common stock. The company will cancel the \$1,600,000 bonds of the American Cereal Co. and issue \$1,500,000 of Quaker Oats Co. stock.

Frank D. La Lanne, the newly elected president of the National Board of Trade, was born at Philadelphia in 1849, has had experience as a manufacturer and commission merchant, and is now a director in several banks and trust companies.



The Minster Machine Company, Minster, Ohio

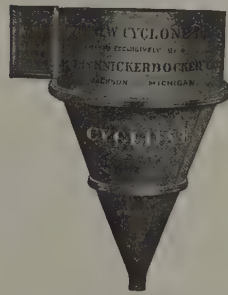
Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

"Every Little Bit Helps"

THE KNICKERBOCKER 1905 CYCLONE HELPS 40%



PAT. AUG. 29, 1905

40% MORE AIR

THE KNICKERBOCKER CO.

Trade Mark 511 Liberty Street JACKSON, MICH.

Very Low Rates Southwest.

February 20 and March 6 and 20 the Wabash will sell homeseekers' tickets from Chicago to points in Arkansas, Texas, Oklahoma, Indian Territory and the South at less than half rate for the round trip. Write for maps, time-cards and full details. F. H. Tristram, A. G. P. A., 97 Adams St., Chicago.

Chicago to the City of Mexico Without Change of Cars via the Wabash.

Commencing Feb. 12, the Wabash will run through sleepers from Chicago to the City of Mexico, in connection with the Iron Mountain Route, leaving Chicago at 9:17 p. m. Mondays and Thursdays. Write for illustrated booklets, time-cards, maps and full details. F. H. Tristram, A. G. P. A., 97 Adams St., Chicago.

Supreme Court Decisions

It is not necessary that a rent contract for a year, in order to give the landlord a lien, should be in writing.—*Wilson v. State Supreme Court of Alabama*, 39 South. 776.

Where the sellers of goods delivered the same to a common carrier, consigned to the sellers' order, to be transported, and failed to deliver the B-L to the purchaser, there was no delivery.—*Sears, Roebuck & Co. v. Martin*, Supreme Court of Alabama, 39 South. 722.

Where a draft with a B-L attached is sent to a bank, with instruction to notify the shipper if the draft is unpaid, it cannot sell the goods to a third party without notice to the owner; and, if it does, it is guilty of conversion.—*Gregg v. Bank of Columbia*, Supreme Court of South Carolina, 52 S. E. 195.

In an action to recover the price paid for property which the seller failed to deliver, in which there was evidence that the sale was made by an agent, evidence that demand for the property was made on the agent was admissible.—*Fay v. Fitzpatrick*, Supreme Court of Iowa, 105 N. W. 398.

The sending of a telegram in care of a corporation constitutes it the agent of the addressee to receive the message, and deliver to the corporation will relieve the telegraph company from further responsibility.—*Western Union Tel. Co. v. Shaw*, Court of Civil Appeals of Texas, 90 S. W. 58.

Where a sale was induced by the fraudulent representations of the insolvent buyer with intent not to pay for the goods, the seller could, on promptly rescinding the sale, recover the goods or the proceeds thereof in the hands of the buyer's receiver.—*Seeley v. Seeley-Howe-Len Van Co.*, Supreme Court of Iowa, 105 N. W. 380.

Where a connecting carrier permitted cotton shipped to be injured by wetting while in its possession, its negligence was at least a contributing cause, rendering it liable for the whole damage proximately resulting therefrom, though the last carrier was also guilty of negligence in failing to prevent the development of the injuries after receiving the cotton.—*Houston & T. C. R. Co. v. Bath*, Court of Civil Appeals of Texas, 90 S. W. 56.

Where a contract of sale provides that the goods shall be shipped f. o. b. at a certain place and addressed to the buyers, a delivery of the goods to the carrier free on board the car at the place designated, addressed to the buyers as provided for in the contract, with notice of shipment to them, is in effect a delivery to the buyers.—*Kilmer v. Moneyweight Scale Co.*, Appellate Court of Indiana, 76 N. E. 271.

Where a partly executed contract of sale was rescinded by mutual agreement, no reservation being made by the one of a claim for damages for a prior breach of the contract by the other, the agreement of each was a sufficient consideration for that of the other, and no additional consideration was necessary to support the implied waiver of damages.—*Alabama Oil & Pipe Line Co. v. Sun Co.*, Court of Civil Appeals of Texas, 90 S. W. 202.

'The indorsement' on the face of a B-L, "Rel. Val. \$5.00 Cwt.," cannot, in the absence of anything to explain the terms and in the face of the provision in the bill that, in case of loss of or damage to the goods shipped, the loss or damage shall be computed at their value, be assumed to be an agreement to reduce the value of the property in case of loss or damage to \$5 per hundredweight.—*Kansas City S. Ry. Co. v. Embrev*, Supreme Court of Arkansas, 90 S. W. 15.

Where acts of negligence charged against a carrier occur after the goods have reached their destination in this state, and suit is brought here, a stipulation in the contract of carriage requiring suit to be brought within six months after the accrual of the cause of action must be tested by the laws of this state, although the contract was made in another state.—*Southern Kansas Ry. Co. of Texas v. J. W. Burgess Co.*, Court of Civil Appeals of Texas, 90 S. W. 189.

Libelant, a lake carrier, which contracted for the carriage of merchandise from New York to Chicago, and afterwards chartered the respondent canal boat to carry the cargo from New York to Buffalo, to be there transhipped, made such contract in the capacity of shipper, and as such may maintain a suit in rem against the canal boat to recover for damage to the cargo during the shipment.—*The Presque Isle*, District Court, Western Dist. of New York, 140 Fed. 202.

Where a board of trade and a telegraph company agreed that the company should not deliver the market quotations of the board, unless the applicant therefor agreed not to use them for the purpose of conducting a bucket shop, the court would not compel the company to deliver the quotations to an applicant who refused to agree not to use the quotations for an illegal purpose.—*Western Union Tel. Co. v. State ex rel. Hammond Elevator Co.*, Supreme Court of Indiana, 76 N. E. 100.

A contract for the sale of a commodity for future delivery is valid, if the parties intend that there shall be an actual delivery; but if the parties do not contemplate an actual delivery of the commodity sold, but agree that one party shall pay the other the difference between the contract price and the market price at the date set for the execution of the contract, it is void as a wagering or gaming contract.—*John Miller Co. v. Klovestad*, Supreme Court of North Dakota, 105 N. W. 164.

Where a railroad is seeking to condemn a right of way through defendant's farm, the fact that it intends to build a depot and elevator on land adjoining the farm is not a special benefit, to be considered as reducing defendant's damages, where the deed conveying the land for the depot was made by a third party, and could not be enforced by the landowner, on failure of the railroad company to comply with its terms and build the depot.—*Illinois, I. & M. Ry. Co. v. Borms*, Supreme Court of Illinois, 76 N. E. 149.

In an action against a carrier for injuries to goods in transit, a charge that the B-L constitutes the contract between the parties and that the jury must disregard parol evidence in conflict therewith was properly refused, as leaving the jury to review the rulings of the court in admitting testimony and to decide for themselves whether any evidence conflicted with the B-L, whereas no evidence was admitted to which defendant excepted as inadmissible.—*Norfolk & W. Ry. Co. v. Harman*, Supreme Court of Appeals of Virginia, 52 S. E. 368.

An allegation of the petition, in an action against a carrier for delay in delivering goods, that it was the duty and custom of defendant to maintain a place at destination where all consignees, and plaintiff in particular, might unload goods with some degree of convenience, which was designated a "team track," and that defendant, though being instructed by plaintiff to deliver the goods on the "team track," did not do so until some days thereafter, should be construed as charging that defendant unreasonably delayed putting the goods in the proper place for unloading after it had reached its destination.—*Russell Grain Co. v. Wabash Ry. Co.*, Kansas City Court of Appeals, Missouri, 89 S. W. 908.

Brokers purchased stock on margin for a customer, charging him with the price of the stock at the time it was purchased. This stock was, however, credited on other transactions, and when the customer desired to take up the stock, the brokers furnished other similar stock, which they obtained for a smaller price. The customer retained the stock, and it did not appear that its price fluctuated between the time he ordered it delivered and the time it was delivered. Held that, as he was not entitled to the identical stock originally purchased, he was not damaged by the substitution, and could not recover the difference between the price of the stock first purchased and that delivered.—*Helm v. Ennis*, Supreme Court of New York, Appellate Division, 95 N. Y. Supp. 1040.

The settled rule in the United States is that an acceptance by a shipper or his agent of a receipt or B-L containing a limitation of the carrier's liability is binding on him when the limitation is not illegal or unreasonable; that it is not essential to the validity of such a limitation that it be shown that the shipper was aware of it, or that he had read it, or that it had been explained to him, or his attention called to it, provided the carrier made use of no improper means to prevent his noticing or objecting to it; and that every shipper is conclusively presumed, in such a case, to have read and assented to the provisions of the receipt or B-L given him, whether he in fact assented or not, and he is estopped from gainsaying or repudiating it.—*Atlantic Coast Line R. Co. v. Dexter*, Supreme Court of Florida, 39 South. 634.

In an action by a seller for the buyer's breach of a contract to purchase seed, where defendant denied any breach of the contract, and claimed that a notice given by it to the seller of its inability to receive the seed was merely a postponement of the time of delivery, to which the seller assented, and the seller made no claim that the buyer's notice of its inability to receive the seed was a breach of the contract, but claimed that the breach consisted in a subsequent direction of the buyer to sell the seed in the market and a promise on its part to pay the damages, charges to the effect that it was the seller's duty to exercise reasonable diligence to sell the seed "upon receipt of the notice of the (buyer's) refusal to accept them," and that it was the seller's duty, on receiving notice that no more seed could be taken at that time, to sell to other parties and prevent a loss, were erroneous, because not based on the evidence.—*Wood v. Planters Oil Mill*, Supreme Court of Arkansas, 90 S. W. 18.

The Grain Dealers Nat'l Ass'n will hold its next annual meeting at Chicago June 4 and 5.

Seeds

The Tekoa Feed & Seed Co. has been formed at Tekoa, Wash.

Milton Maute, dealer in seed and grain at Lancaster, N. Y., has purchased a business block.

Prizes for the raising of good seed are to be awarded by the railroads at county fairs in Minnesota.

William Ernst has rented a building at Tecumseh, Neb., in which to engage in the wholesale and retail seed business.

Exports of clover seed from New York for the week ending Feb. 17 were 1,780 bags, compared with 2,300 bags for the corresponding week a year ago.

Imports of flaxseed during 1905 were 231,639 bus.; compared with 293,602 bus. for 1904, as reported by O. P. Austin, chief of the bureau of statistics.

The man who makes two weeds grow where but one grew before by sowing the seeds on his well prepared soil is a fool. Buy clean seed.

Car load weights of timothy seed, clover seed and hungarian are defined in a pending amendment of the rules of the Chicago Board of Trade to be 30,000 pounds.

A circular giving the names of 100 firms found selling adulterated seed has just been issued by the Dept. of Agri. Wonder if any of this seed was grown from the free seed supplied by the Dept. to Congressmen.

The Philadelphia Commercial Exchange has appointed the following committee on seeds for the ensuing year: Chas. R. Kock, Geo. E. Taylor, Chas. G. Alexander, Herbert W. Johnson and Casper T. Sharpless.

An Illinois seed dealer recently was made the victim of the lack of knowledge of law by a justice of the peace, who gave a farmer judgment for \$92 on the allegation that seed corn sold by the dealer was of inferior quality and caused a loss of a portion of his crop.

The Montgomery Blue Grass Seed Co., whose plant at Lexington, Ky., was burned some time ago, will rebuild, and install improved machinery. The company is composed of I. T. Tabb, J. M. Bigstaff and M. O. Cockrell of Lexington and J. M. Pickrell of Winchester.

New Siberian millet is regarded as the best millet now grown in the north-west and should prove highly satisfactory in this section. The seed is about the same size as common millet but of a bright, orange color. As marketed much of the seed is white, the hulls having been removed in threshing.—W. E.

Seed exports during 1905 were 5,301,144 pounds of clover seed, 1,409,432 bus. of flaxseed, 10,711,127 pounds of timothy seed and other grass seeds valued at \$248,106; compared with 9,833,325 pounds of clover seed, 26,656 bus. of flaxseed, 15,014,561 pounds of timothy seed and other seeds valued at \$290,045 during 1904, as reported by O. P. Austin, chief of the bureau of statistics.

Clover seed is up in an airship. It has made another high record for this season. It nearly touched nine dollars last April, but was only \$7.50 a year ago. Strength this week has been due more to light offerings than large demand. Eastern demand has been smaller than last week. They have taken more than a

year ago. Receipts have been smaller. Trifle less than a year ago.—C. A. King & Co.

Bassett & Co. of Indianapolis, Ind., brought suit against Huntington & Page, seedsmen, of the same city, to recover \$145 on a sale of rye. After having paid \$200 on account Huntington & Page discovered that the rye was not suitable for seed and refused to pay the balance of the purchase price, \$345. They filed a counterclaim for \$199 on account of alleged damage to their business. The jury gave defendants a verdict for \$60.

Clover seed receipts at Toledo for the week ending Feb. 17 were 665 bags, compared with 883 bags for the corresponding week of last year. Receipts for the season have been 68,008 bags, compared with 69,673 bags for the corresponding period of last year. Shipments for the week ending Feb. 17 were 3,999 bags, compared with 1,910 bags for the corresponding week of last year. Shipments for the season have been 32,952 bags, compared with 34,382 bags for the same period of last season. What has become of the other 35,000 bags received?

Austria has a medium crop of red clover seed; Russia is not in the market owing to the unsettled conditions, and from France and Italy, who as a rule take an active part in the trade arrivals are missing. Lucerne has suffered in quality during the harvest by unfavorable weather, superior grades of Provence seed are scarce and have consequently gone up in price. White clover a small crop, but stocks of yearling seed will not allow the prices to rise. Alsike scarce and in good demand. Sainfoin, one and two cuts, have started with moderate prices although the yield is not a large one.—Conrad Appel, Darmstadt, Germany.

English red clovers have been much depleted; the fine clear seeds are comparatively scarce. The "weathered" English reds now on offer must be bought at less money if they are to keep out the Continental seed, and as there is plenty of room for more seed to meet the U. K. requirements. Foreign reds, such as Russian, German, Hungarian and French are easier. Canadians and Americans may be left out of the question so far as the U. K. is concerned. Chilians are in very much reduced compass, and do not dominate the situation. Alsikes have developed remarkably good business and look like higher prices in both Canadian and German seed, all qualities.—London Corn Circular.

London, Eng., Feb. 6.—The supply of English red clover offering continues quite equal to the demand, but the qualities now offering are not quite so fine, and it looks as if fine clean seed will be very scarce before the end of the season. Several parcels of fine Bohemian and Russian seeds have come to hand during the past week, and will be welcomed in the trade as they are bright, clean seeds. No change in Chilians; orders still come to hand from America for the low grades. White clover continues firm with an upward tendency, especially for the fine qualities. Alsike is very firm indeed, and a large trade has been done during the week; prices are steadily hardening.—W. H. & H. Le May.

Waller Freres, said to be the second largest grain house at Paris, France, have failed.

Imprisonment as well as fine is advocated by Senator Lodge as the penalty for violation of the Interstate Commerce law.

SECURITY ENVELOPE CO.'S

Metal Clasp Flour and Grain Envelopes.

BEST ON THE MARKET.

More of this style used than all others combined. Write us for prices.

MINNEAPOLIS, MINN.

Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr

Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.

R. G. Stuhr, Superintendent of Construction, Traders Building, Chicago, Ill.

The Stuhr Grain Purifier Constructing Company

(Not Incorporated)

We are Contractors and Builders of Grain Purifying Plants

are authorized selling agents for the right to use the only PROCESS TOWER ever patented or placed on the market. Process patents as advertised up-to-date are all infringements, for the reason that the original CAZALET Patent, No. 592,691, contains all the essential points of the so-called process patents as advertised by others. NO process application can be made successfully without a PROCESS TOWER. These are absolute facts and we invite investigation. The CAZALET PATENT is now owned entirely by the American Grain Purifier Constructing Co., a South Dakota corporation, of which D. H. Stuhr is Sec'y, Ass't-Treas. and Manager. All official corporate documents of every description of this Corporation with reference to the transfer of the CAZALET Patent and otherwise, are open for PERSONAL inspection in Stuhr's office, Davenport, Iowa, by special request. We have had practical experience in operating Grain Elevators and Grain Purifying Plants and guarantee satisfactory Process results or NO PAY. "Can we serve you?" Write to

D. H. STUHR, Manager
Davenport, Iowa

New Concrete Storage at Nashville.

Improvements and extensions have recently been completed at the plant of the Nashville Warehouse & Elevator Co. at Nashville, Tenn., which make it the best equipped rehandling house in the South. The new extension consists in the addition of reinforced concrete storage bins with a capacity of 200,000 bus., raising the total capacity of the plant to one-half million bushels. Of equal importance is the improvement by the installation of equipment of the most modern type throughout the entire plant. The house is strictly a public elevator.

A Hess drying plant, the only one in the Southeast, is the principal addition of new equipment. The establishment of a public drier by the Nashville Warehouse & Elevator Co. is a welcome addition to Nashville's grain handling facilities. To shippers and receivers of corn the advantages will be marked. Shipping rules at Nashville allow transit privileges so that grain may be relayed and dried without additional carrying charges.

The new concrete annex is a model. The structure consists of 56 separate bins, ranging in capacity from 1,000 to 6,000 bus. each. The plan of arrangement consists of a series of octagonal and square bins, 65 feet deep, carried on a concrete foundation over an open basement story about 8 feet high, all built, including roof, in monolithic reinforced concrete construction. The building is fire-proof even in point of smallest detail, all floors, walks above bins, spouting, machinery fixtures, windows, etc., being constructed of fire-proof material.

In the system of reinforcing, high carbon steel rods were brought on the structure in large coils, straightened by special machinery, and cut as the form of reinforcing required.

The machinery of the old house has been thoroughly overhauled and to the plant has been added new Invincible Cleaners and Clippers with improved dust collecting system, two new boilers, an additional steam engine, new car pullers,

power shovels, car loading spouts and other new equipment, making the plant modern in every respect.

The Macdonald Engineering Co. designed and built the concrete bins.

Philippine Imports and Exports.

Philippine imports of breadstuffs during the 9 months prior to Oct. 1, 1905, were 98,420 bus. of grain and 130,959 barrels of wheat flour; compared with 67,838 bus. of grain and 140,966 barrels of wheat flour for the corresponding months of 1904.

Hay imports for the 9 months were 5,151 tons; compared with 2,872 tons for the same months of the preceding year.

Rice imports for the 9 months were 409,280,546 pounds; compared with 470,755,036 pounds for the same months of 1904.

Imports of beans and peas for the 9 months were 38,444 bus.; compared with 31,319 bus. for the same months of 1904.

Exports of hemp for the 9 months were 98,100 tons; compared with 89,489 tons for the same months of 1904, as reported by the War Department.

Imports and Exports of Rice.

Imports of rice and rice products during 1905 were 45,232,171 pounds of rice and 64,312,128 pounds of rice flour, rice meal and broken rice; compared with 61,636,081 pounds of rice and 74,951,066 pounds of rice flour, rice meal and broken rice for 1904.

Exports of rice and rice products for 1905 were 63,884,254 pounds of rice and 39,404,302 pounds of rice bran, meal and polish; compared with 14,816,041 pounds of rice and 31,254,679 pounds of rice bran, meal and polish for 1904.

Exports of foreign rice and rice products during 1905 were 9,677,303 pounds of rice and 10,264 pounds of rice flour, rice meal and broken rice; compared with 10,338,683 pounds of rice, but no rice flour, rice meal or broken rice during 1904, as reported by O. P. Austin, chief of the bureau of statistics.

New Grades at Toledo.

The Toledo Produce Exchange has recently decided upon a number of changes in the rules for grading which are to go into effect July 1.

Nearly every rule is changed in some respect, the weight per measured bushel being altered in many cases. The reduction in the necessary weight per measured bushel ranges from $\frac{1}{2}$ to 1 pound; but while the grade is made easier in this respect the percentage of white wheat in grades No. 1 and No. 2 is raised from 90 to 95 and $\frac{3}{4}$ to 90. The percent in No. 3 white, which was formerly not stated, is now given as 90.

No. 1 hard spring wheat is a new grade. A new grade of No. 4 white winter takes the place of rejected white; and No. 1 and No. 2 smutty white winter are added. The No. 3 white winter rule is amended by the words "must be equal in quality to No. 4 red."

No change is made in the rule for grading corn.

Barley is given new grades of No. 3 and No. 4.

No weight per measured bushel was specified in the old rules for grading oats. The new rules require No. 2 white oats to weigh 30 pounds; No. 3, 28 pounds, and No. 4, 24 pounds; No. 2 mixed oats, 28 pounds; No. 3, 26 pounds; No. 4, 24 pounds; No. 2 white clipped, 36 pounds; No. 3, 34 pounds; No. 2 and No. 3 mixed clipped oats, 34 and 30 pounds respectively. The designation of the three grades of golden oats is changed to yellow oats.

The new rules are as follows:

WHITE WINTER WHEAT.

No. 1 White Winter.—To be white winter wheat; sound, dry, reasonably clean; equal in quality to No. 2 red; shall weigh not less than 58 pounds to the measured bushel; and shall be 95 per cent white winter.

No. 2 White Winter.—To be white winter wheat; sound, dry, reasonably clean; may be shrunken or discolored; must weigh not less than 56 pounds to the measured bushel; shall contain 90 per cent white winter.

No. 3 white winter.—Shall be sound white winter wheat; may be shrunken or discolored, and not well cleaned; must be equal in quality to No. 4 red; shall weigh not less than 53 pounds to the measured bushel; shall contain at least 90 per cent white winter.

No. 4 White Winter.—Shall be white winter wheat; may be slightly warm or musty; but not so badly damaged as to render it unmerchantable; shall weigh not less than 50 pounds to the measured bushel.

No. 1 Smutty White Winter.—Shall be only slightly tainted with smut; shall be equal in all other respects to No. 1 white winter.

No. 2 Smutty White Winter.—Shall include all the white winter not good enough for No. 1, but must not be musty or in a heated condition.

No Grade White Winter.—See general rule.

RED WINTER WHEAT.

No. 2 Red Winter.—To include all varieties of soft winter wheat; to be sound, dry, and fairly well cleaned; and is to contain not more than 5 per cent of white winter; shall weigh not less than 53 pounds to the measured bushel.

No. 3 Red Winter.—Shall be sound and dry; and shall include shrunken or dirty winter wheat; must not contain over 5 per cent white winter; and shall weigh not less than 55 pounds to the measured bushel.

No. 4 Red Winter.—Shall be sound and dry; to include shrunken or dirty winter wheat; and must not contain more than 5 per cent white winter, and shall weigh not less than 53 pounds to the measured bushel.

No. 1 Smutty Red Winter.—Shall be only slightly tainted with smut, and shall in all other respects be equal to No. 2 red winter.

No. 2 Smutty Red Winter.—Shall include all red winter not good enough for No. 1, but must not be musty or in a heated condition.

No Grade Red Winter.—See general rule.



Concrete Grain Storage Bins of Nashville Warehouse & Elevator Co., at Nashville, Tenn.

MIXED WINTER WHEATS.

No. 2 Red and White Winter Wheat Mixed.—To be sound, dry, and well cleaned, and must be equal in quality to No. 1 white winter and No. 2 red winter, to include all varieties of soft, red, and white winter wheat and shall weigh not less than 53 pounds to the measured bushel.

No. 3 Red and White Winter Wheat Mixed.—Shall include all varieties of soft red and white winter wheat, and is to be sound and dry, but not good enough for No. 2; shall weigh not less than 55 pounds to the measured bushel; must be equal in quality to No. 2 white and No. 3 red winter.

No. 2 Mixed Red Winter Wheat.—Shall include hard and soft winter wheat mixed. It shall in every other respect be equal to No. 2 red and No. 2 hard winter; must not contain more than 50 per cent of hard winter, and shall weigh not less than 58 pounds to the measured bushel.

No. 3 Mixed Red Winter Wheat.—Shall include hard and soft winter wheat mixed. In all other respects it must be equal to No. 3 red and No. 3 hard winter wheat; shall not weigh less than 55 pounds to the measured bushel.

Notice.—All red winter which contains from 5 per cent to 50 per cent of hard winter wheat shall be graded as mixed winter wheat; and all winter wheat containing more than 50 per cent hard winter shall be graded as hard winter wheat. (See general rule.)

HARD WINTER WHEAT.

No. 2 hard winter wheat.—Shall be of the hard variety; shall be sound, dry and reasonably clean; shall not contain more than 5 per cent of white winter wheat; and shall weigh not less than 58 pounds to the measured bushel.

No. 3 Hard Winter Wheat.—Shall include all inferior or dirty hard winter wheat, but must be suitable for flouring; must not contain more than 8 per cent of white winter wheat, and shall weigh not less than 56 pounds to the measured bushel.

No. 4 Hard Winter Wheat.—Shall include inferior or dirty winter wheat of the hard variety. Must not contain more than 10 per cent of white winter, and shall weigh not less than 53 pounds to the measured bushel.

No Grade Winter.—See general rule.

PACIFIC COAST WHEAT.

No. 1 Pacific Coast Wheat.—Shall be dry, sound, well cleaned and free from smut. Shall weigh not less than 59 pounds to the measured bushel.

No. 2 Red Pacific Coast Wheat.—Shall be dry, sound, reasonably clean, only slightly tainted with smut or alkali; shall weigh not less than 58 pounds to the measured bushel.

No. 3 Red Pacific Coast Wheat.—Shall include all other Pacific Coast red winter wheat; may be smutty or musty, or for other reasons unfit for flouring purposes. Shall weigh not less than 54 pounds to the measured bushel.

Notice.—Pacific Coast, white winter wheat shall be graded according to the rules of the Pacific Coast red winter wheat. In case of a mixture of Pacific Coast wheat with our home grown red or white wheat the same shall be graded Pacific Coast wheat. (See general rule.)

SPRING WHEAT.

No. 1 Hard Spring Wheat.—Shall be dry, sound, bright, and well cleaned; and must be composed principally of the hard Scotch life, weighing not less than 58 pounds to the measured bushel.

No. 1 Northern Spring Wheat.—Shall be dry, sound, and well cleaned; and must not contain less than 50 per cent of the hard variety of spring wheat; and shall weigh not less than 57 pounds to the measured bushel.

No. 2 Northern Spring Wheat.—Shall be dry, sound and reasonably clean, and to contain not less than 40 per cent of the hard variety of spring wheat. Shall weigh not less than 56 pounds to the measured bushel.

No. 3 Spring Wheat.—Shall be dry. It shall include inferior, dirty and shrunken spring wheat, weighing not less than 54 pounds to the measured bushel.

No. 4 Spring Wheat.—Shall include all inferior, dirty or musty spring wheat that is badly shrunken or damaged. Must weigh not less than 50 pounds to the measured bushel.

Notice.—In case of a mixture of spring and winter wheat, it shall be graded spring wheat. (See general rule.)

RYE.

No. 1 Rye.—Shall be dry, sound, plump, sweet and well cleaned; shall weigh not less than 57 pounds to the measured bushel.

No. 2 Rye.—Shall be dry, sound, and reasonably clean; shall weigh not less than 55 pounds to the measured bushel.

No. 3 Rye.—Shall include inferior rye not unsound, but from any other cause not good enough for the grade of No. 2; weighing not less than 53 pounds to the measured bushel.

No. 4 Rye.—May be unsound, and from any other cause shall not be deemed unmerchantable. Weighing not less than 50 pounds to the measured bushel.

OATS.

No. 2 White Oats.—To be 98 per cent white oats, dry, sound, sweet and clean; shall allow an occasional kernel of foreign grain; weighing not less than 30 pounds to the measured bushel.

No. 3 white.—Shall be 95 per cent white oats, reasonably dry, sweet, sound, clean; allowing a slight mixture of foreign grain; weighing not less than 28 pounds to the measured bushel. May be slightly stained.

No. 4 White.—Shall be 90 per cent white oats; may be stained or discolored, and slightly musty or damp, not over 5 per cent of foreign grain; weighing not less than 24 pounds to the measured bushel.

No. 2 Mixed.—To be mixed oats, dry, sound, sweet and clean; shall allow an occasional kernel of foreign grain; weighing not less than 28 pounds to the measured bushel.

No. 3 Mixed.—To be mixed oats, reasonably dry, sweet, sound, clean and reasonably free from other grain; weighing not less than 26 pounds to the measured bushel.

No. 4 Mixed.—Shall be mixed oats, may be slightly damp, musty, stained or discolored, and not over 5 per cent of foreign grain; weighing not less than 24 pounds to the measured bushel.

No. 2 White Clipped.—Shall be clipped oats, must in every other respect equal the grade of No. 2 white oats; weighing not less than 26 pounds to the measured bushel.

No. 3 White Clipped.—Shall be clipped oats, and must in every other respect equal the grade of No. 3 white oats; weighing not less than 24 pounds to the measured bushel.

No. 2 Mixed Clipped.—To be equal in every respect to No. 2 mixed oats; weighing not less than 24 pounds to the measured bushel.

No. 3 Mixed Clipped.—To be equal in every respect to No. 3 mixed oats; weighing not less than 20 pounds to the measured bushel.

Yellow Oats.—The grades of No. 2 and No. 3, and No. 4 yellow oats shall correspond to the grades of No. 2, No. 3, and No. 4 white oats except that they shall be of the yellow variety.

No Grade Oats.—See general rule.

BARLEY.

No. 1 Barley.—Shall be plump, bright, sound and clean and free from other grain; shall weigh not less than 48 pounds to the measured bushel.

No. 2 Barley.—Shall be sound, plump; may be stained; shall be reasonably free from other grain; weighing not less than 46 pounds to the measured bushel.

No. 3 Barley.—Shall include all shrunken, stained and dirty barley; shall weigh not less than 44 pounds to the measured bushel; must be reasonably free from other grain.

No. 4 Barley.—To include all barley not fit for a higher grade in consequence of being of poor quality, damp, musty and dirty; weighing not less than 40 pounds to the measured bushel.

NO GRADE GENERAL RULE.

All wheat, barley, oats, rye and corn that is in a heated condition, too musty or too damp to be safe for warehousing, or that is badly bin burnt or damaged, exceedingly dirty, or where different kinds of grain are badly mixed with one another, shall be classed as No Grade; and the inspector shall make notations as to quality and condition.

British voters at the recent election declared overwhelmingly in favor of free wheat.

The Senate on Feb. 12 adopted a joint resolution calling for an investigation of the coal roads to discover evidences of unlawful monopoly.

The increase in the German duty on American grain has been postponed for one year by the German government. The new duties were to have gone into effect March 1.

It is horrifying to learn that even the congressional grass seed is adulterated largely with dandelion and plantain. Whither is this unhappy country drifting?—Chicago Tribune.



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Grain Carriers

The Great Northern has ordered 3,000 box cars of 80,000 pounds capacity.

The Great Northern will build a branch of the Fargo-Aneta line from Ayr, N. D., to Sheyenne.

Eight cars loaded with wheat were badly wrecked recently on the Missouri Pacific near Oak Mills, Kan.

Shippers are advised not to sign any uniform bill of lading which may be presented by the railroads.

An extension of the Union Pacific is to be built from Central City, east to Stromsburg, Neb., 25 miles.

About 40 miles of road between McHenry and Oberon, N. D., will be built this year by the Northern Pacific.

Contracts have been let for the building of 235 miles of the Great Northern from Billings to Great Falls, Mont.

The Gilleland Car & Foundry Co. has been incorporated at St. Louis, Mo., to manufacture the Gilleland Automatic Grain Car.

Bids for the building of a line from Superior, Wis., to Carrington, N. D., are being taken by the Duluth, South Shore & Atlantic.

Pres. Roosevelt's plan of rate regulation was endorsed at the recent convention of the Corn Belt Meat Producers Ass'n of Iowa.

Kansas complains of a shortage of cars, tho the quantity of wheat and corn offered for shipment at this time is relatively small.

The Chicago, Milwaukee & St. Paul has let the contract for building 250 miles of its line from Seattle, and Tacoma, Wash., to the state line.

The Great Northern will apply for a charter to build from Havre, Mont., to Edmonton, Canada, about 420 miles, by way of Medicine Hat.

Surveys have been completed by the Canadian Northern for a line from Erwood to Fort Churchill on Hudson's Bay, the short route to Europe.

A line of car ferries between Milwaukee and Grand Haven is to be established by the Grand Trunk, which is negotiating for freight terminal property at Milwaukee.

Train service has begun over 63 miles of the Kansas City, Mexico & Orient, from Sweetwater, Tex., to Rule, and rails are on the ground for the completion of the line thru Oklahoma.

A line of grain elevators will be built along the Guthrie, Fairview & Western Ry. by W. F. Bort of Wichita, Kan., who is one of the promoters of the road, the construction of which will begin in the spring.

Complaint is being made at Toronto, Ont., that the Grand Trunk is refusing to quote rates on grain from Depot Harbor to tidewater, on account of which exporters are unable to quote prices to foreign buyers.

Bids for the construction of 245 miles between Winnipeg, Man., and Superior Junction are being received by the Grand Trunk Pacific, with a view to completion this year in time to handle the next crop of wheat.

Contracts are being let for the construction of the Chicago, Indianapolis & Evansville Ry. between Chicago and Owensboro, Ky., with branches from Crown Point to Tolleston and Logansport to South Bend.

Pres. Roosevelt's recent recommendation of a lock canal at Panama will probably lead to the rejection of the sea level plan. A lock canal can be built in 8 years, while a sea level waterway will require 15 to 18 years.

Representatives of the states of Minnesota, North and South Dakota and the province of Manitoba will hold a conference at Grand Forks, N. D., to consider plans for rendering the Red River navigable from Fargo to Lake Winnipeg.

A branch road to be built from Waco to Stamford, Tex., another from Clairette to Strawn, Tex., and a third from De Leon to Nola, Tex., aggregating 103 miles, are provided for in an amendment to its charter just filed by the Texas Central Railroad.

The Hastings Malting Co., on Feb. 13, filed complaint with the Interstate Commerce Commission that the Chicago, Milwaukee & St. Paul Ry. is discriminating in grain rates against Hastings, Minn., and in favor of dealers and shippers at St. Paul and Minneapolis.

No settlement of the division of freight rates on export grain was reached at the conference of eastern and western lines Feb. 20, the western lines failing to agree among themselves. The eastern lines and some of the western roads are willing to leave the question to arbitration.

Stephen B. Elkins, senator from West Virginia, is the head of the railway opposition to the Roosevelt rate bill. Uncle Steve has constituents in New York and Philadelphia who take a great interest in what he is doing. They think him fine. Baer, head of the anthracite coal trust, regards Elkins as a statesman of high stamp. J. Pierpont Morgan and the Rockefellers, E. H. Harriman and George Gould know that he is their senator and they endorse his statesmanship from Alpha to Omega. What has Elkins done to force the railways to give the people a square deal?—Washington correspondent *Cincinnati Post*.

The Hepburn rate bill is still in the senate committee on interstate and foreign commerce, to which it was referred after having passed the house. The senate committee has been holding daily hearings. The opponents of regulation are delaying the reporting of the bill to the senate in the hope of incorporating an amendment providing for review by the courts of orders of the commission. The railroad and corporation creatures in the senate are making a stubborn fight for such a clause. Reports circulated by Wall street that the president had consented to such an amendment are exaggerations, and are denied by his secy.

One of the lame reasons for not agreeing to a division of the export corn rate from the Missouri River to the seaboard is the alleged manipulation at Chicago by the grain shippers. The eastern roads state that grain from the Missouri River is brought to Chicago and put in the elevators along with grain from Illinois and Iowa, which later takes a local rate instead of the through export rate from the river. They say the practice has been to ship out this Illinois and Iowa corn as the export stuff and to hold the Missouri River corn, which has been brought here, on a proportional of the export rate, until lake navigation opens,

when it is sent East by boat. For this reason the eastern lines say that there must be but one rate for all export grain of that class out of Chicago. This substitution of grain is practiced by all markets, and shippers see nothing wrong.

Although a great many arguments have been advanced in favor of "reciprocal demurrage," we have not yet read one that convinced us that there is any real reciprocity in an arrangement whereby shippers would receive pay for all of the delays, above what may be predetermined as a reasonable amount, incident to the as yet unperfected business of railroading, and as an offset to a charge levied by carriers for the use of their equipment by shippers beyond the reasonable time for loading or unloading.—*Railway Age*.—If the railroad charge for demurrage is a charge for a storage, then the reciprocal demurrage is a charge for failure to provide storage. Actually the railroad's demurrage is a penalty for delay in unloading; and the shippers reciprocal demurrage is likewise a penalty for delay. These quibbles by railroad attorneys have not prevented the Texas state commission from establishing and enforcing a penalty of \$25 per day for failure to supply cars.

After a 4-hour conference with Pres. Roosevelt Feb. 19, Chas. S. Mellen, pres. of the New York, New Haven & Hartford Railroad, said: To my mind there can be no doubt that the people of the country are back of Mr. Roosevelt in his demand that railroad rate legislation which means something should be enacted. Personally I am inclined to the opinion that the pending Hepburn bill is not just what ought to be enacted into law. In principle, perhaps, it is very well, but I am satisfied that an ox team could be driven through it at several points. One trouble with the solution of this rate question all along has been that the railroads themselves have not been in agreement. It would be manifestly unfair to enact legislation that would afford to certain small and impecunious lines what would amount to a great advantage over the larger lines. For instance, it would not be just for a line which might tap the Pennsylvania lines just outside of Philadelphia to obtain all the exchange rate advantages afforded by the enormously valuable terminal facilities of the Pennsylvania in Philadelphia, and yet that is just the advantage given such a line by the Hepburn bill.

The decision rendered by the United States Supreme Court Feb. 19 in the case of the Chesapeake & Ohio Railroad strikes directly at hidden arrangements to discriminate in rates. The C. & O. had contracted to buy coal in West Virginia and to deliver it in Connecticut at \$2.75 a ton, a price that left the road only 28 cents a ton for transportation, tho the published rate is \$1.45 per ton. The Supreme Court decided "that the injunction below should be modified and enlarged by perpetually enjoining the Chesapeake & Ohio from taking less than the rates fixed in its published tariff of freight rates, by means of dealing in the purchase and sale of coal." Justice White said a carrier "may not take itself from out the statute simply by electing to be a dealer and transporting a commodity in that character." "Even if the result of applying the prohibitions as we have interpreted them will be practically to render it difficult if not impossible for a carrier to deal in commodities, this affords no ground for relieving us of the plain duty of enforcing the provisions of the statute as they exist." The Inter-

state Commerce Commission is strengthened by the declaration of Justice White that "The all embracing prohibition against either directly or indirectly charging less than the published rates shows that the purpose of the statute was to make the prohibition applicable to every method of dealing by a carrier by which the forbidden result could be brought about."

An appropriation of \$31,000,000 towards a 14-foot navigable waterway from Chicago to St. Louis is provided for in a bill introduced in Congress by Representative Billy Lorimer of Illinois. The project is in part the conclusions of the engineering commissions appointed under the act of 1902 to make examinations and surveys for the construction of a 14-foot waterway from Chicago to the Gulf of Mexico. The plans include the use of the Chicago drainage canal to Lockport; the conversion of the Illinois river into a canal by 9 locks and 5 movable dams above Utica, Ill.; the removal of the existing dam and the dredging of a channel 200 feet wide at bottom between Utica, Ill., and Grafton, Ill.; a movable dam at Alton; a lateral canal from Alton to St. Louis and a lock at the mouth of the Illinois River.

Exports of Breadstuffs.

Exports of breadstuffs during the 7 months prior to Feb. 1 were 24,251,686 bus. of wheat, 70,257,774 bus. of corn, 28,862,834 bus. of oats, 10,949,777 bus. of barley, 568,759 bus. of rye and 8,494,405 barrels of wheat flour; compared with 4,073,865 bus. of wheat, 36,660,907 bus. of corn, 843,512 bus. of oats, 6,921,378 bus. of barley, 1,330 bus. of rye and 5,261,681 barrels of wheat flour for the corresponding months of 1904-5. The total value of the breadstuffs exported was \$111,277,055; compared with \$52,463,003 for the same months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

Rice growers are opposing congressional action to admit Philippine rice duty free.

National Association to Meet at Chicago.

Secy. John F. Courcier of Toledo has announced that the Board of Directors of the Grain Dealers National Ass'n has decided to hold the next annual meeting in Chicago June 4 and 5, 1906.

The first meeting of the Ass'n was held in Chicago 10 yrs. ago Nov. 9 next. It is to be hoped that its tenth meeting will result in a large gathering of broadminded, progressive dealers who will infuse new life into it and work out some of the many reforms needed by the grain trade of the country.

Imports and Exports of Hay.

Hay imports for 1905 were 46,486 tons; compared with 75,419 tons for the 12 months of 1904.

Hay exports for 1905 were 67,662 tons; compared with 66,226 tons for 1904.

No foreign hay was exported during 1905; compared with 256 tons for 1904, as reported by O. P. Austin, chief of the bureau of statistics.

Corn Oil and Cake Exports.

Exports of oil cake during 1905 were 42,454,947 pounds of corn oil cake and 604,454,483 pounds of linseed oil cake; compared with 17,514,814 pounds of corn oil cake and 645,723,103 pounds of linseed oil cake during 1904.

Exports of corn oil during 1905 were 3,347,827 gallons; compared with 2,484,242 gallons during 1904, as reported by O. P. Austin, chief of the bureau of statistics.

The South Carolina House of Representatives passed a bill recently prohibiting the operation of bucket-shops in that state. The measure was not debated.

The Boddie bill, putting a prohibitive tax of \$25,000 per annum on dealers in futures, bucket-shops, etc., has been defeated in the lower house of the Mississippi legislature. The author has, however, entered a motion to reconsider.

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Legal Honesty vs. Moral Dishonesty.

BY L. C. BREED.

The expediency and desirability of the settlement of mercantile disputes or claims by arbitration is not only conceded, but advocated by most commercial bodies. In fact, it is made compulsory by the rules of some exchanges. Unfortunately, in too many instances the cases submitted for settlement in this manner are adjusted on purely technical grounds rather than on equity. When action is brought in courts to enforce payment, it is usually expected that each party to the controversy will take advantage of technicalities, so far as the law will permit.

It may, with all propriety, be claimed that some men are honest from principle and that others are honest only from interest or expediency. But, on the other hand, many misunderstandings arise which lead to arbitration or litigation, in which each party to the controversy thinks he is right.

As an illustration of an instance of this latter condition, and showing also the injustice of allowing even statutory enactments to influence decisions where the laity instead of lawyers are the arbitrators, a recent grain controversy may be offered. In this instance, the omission of the word "old" in a written contract apparently gave the seller the option of delivering either old or new corn. The buyer introduced parole and documentary evidence to prove that at the then market price he bought old corn and showed that there could have been no misunderstanding on that point. When delivery time came, the seller was granted an extension and then tendered new corn.

The arbitration committee, in its decision, adhered strictly to the terms of the written contract. Instead of awarding damages to the purchaser, who was seeking reimbursement for loss suffered from non-delivery of the quantity of old corn he had bought, the arbitrators ruled that the seller was entitled to damages on account of refusal to accept the goods tendered, and based the amount of damage on the then market price for new corn.

The suit was instituted by the buyer, the seller having made no claim and was content to secure cancellation of contract, while the buyer had suffered loss on account of the non-fulfillment of contract.

The finding of the arbitration committee reminds the writer of an instance where a lawyer was pleading a suit for damages and was presenting the sufferings of his client in a most eloquent manner. Suddenly the injured party burst into tears, and on being asked the cause of his emotion, rejoined that until he heard his lawyer's plea he had had no idea how greatly he had suffered!

The instances of evasion of moral and equitable obligations and the sham attempts at legal justification are many. The use of the Statute of Limitations and similar practices to avoid the payment of just debts are common examples. But they are entirely out of accordance with the spirit of the Golden Rule.

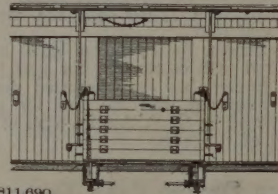
In English jurisprudence judges are bound to give effect, in common-law suits, to all equitable rights and remedies, and when the rules of equity and common law in any particular place conflict, the rules of equity are to prevail. In this country it is unfortunate that fundamental enactments vary in different states. Among the differences in the statutory laws of various states is the fact that in some states parole testimony is allowed to be

introduced to explain a written contract, though not to change its terms, while in others, Shylock is allowed to take the pound of flesh named in the bond, according to its provisions!

Patents Granted

Gas Engine. No. 811,757. Vincent G. Apple, Dayton, O.

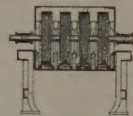
Explosive Engine. No. 811,888. Jos. A. Williams, Cleveland, O.



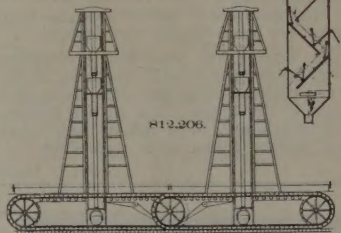
811,690.



812,041



812,206.



Gas Engine. No. 810,495. Wm. G. Miller, West Medway, Mass.

Exhaust Muffler. No. 810,542. Wm. R. Kahlenberg, Two Rivers, Wis.

Rotary Explosive Engine. No. 810,435. Frank Reynolds, Syracuse, N. Y.

Explosive Gas Engine. No. 812,304. Edward G. Shortt, Carthage, N. Y.

Starting Mechanism for Gas Engines. No. 812,584. Vernon B. Miller, Philadelphia, Pa.

Carburetor for Hydrocarbon Engines. No. 811,618. Chas. H. Claudel, Argenteuil, France.

Sparking Device for Engines. No. 811,470. Jas. E. Worth and Wm. B. Eten, Fancyhill, Va.

Sack Filling Machine. No. 812,335. Jas. J. Ferguson and Simon P. Oswald, Nashville, Tenn.

Electric Igniter for Internal Combustion Engines. No. 812,622. Wm. H. Walter, New York, N. Y.

Reversing Mechanism for Explosive Engines. No. 811,955. Edwin B. Robertson, East Norwalk, Conn.

Automatic Governing Device for Gasoline Engines. No. 811,734. David C. McCarrall, Kansas City, Mo.

Carburetor for Hydrocarbon Engines. No. 812,753. Wesley Kouns, Salina, Kan., assignor of $\frac{1}{2}$ to Frederick H. Quincy, Salina.

Controller for Sparking Devices of Gas Engines. No. 811,680. Daniel B. Willix, assignor of $\frac{1}{2}$ to Geo. W. Willix, Alexandria Bay, N. Y.

Speed Regulator for Explosive Engines. No. 812,371. John A. Secor, New York, N. Y., assignor to General Power Co., of New Jersey.

Safety Starting Device for Gas Engines. No. 811,928. Alvin S. Johnson, Minneapolis, Minn., assignor of $\frac{1}{4}$ to F. J. Moore, Minneapolis.

Power Gas Producing and Consuming Apparatus. No. 812,194. Carleton Ellis, New York, N. Y., assignor to Combustion Utilities Co., New York.

Apparatus for Cleaning Grain. No. 812,799. (See cut.) Harvey C. Miller, Philadelphia, Pa. This apparatus is designed for use in connection with the process for which Mr. Miller recently was granted letters patent, No. 810,690, described elsewhere in the Journal.

Decorticator. No. 812,041. (See cut.) Franz Holtzhausen, Nossen, Germany. The abrading disks, mounted on a horizontal shaft and having ribs in line with the direction of rotation, co-operate with stationary segments arranged beneath the disks and provided with parallel ribs, the ribs of the segments extending slightly transversely to the direction of rotation of the disks.

Pneumatic Lifting Means for Grain Doors. No. 811,690. (See cut.) Tilghman E. Branson, Belle Plaine, Kan., assignor of one-third to Harry Hatfield and one-third to W. S. Foster, Belle Plaine, Kan. Located beneath the door is a cylinder having a piston for partially raising the door, which is movable independently of the piston to enable it to be completely opened. The air pressure to operate the pistons is taken from a storage tank under the car.

Floating Elevator or Lighter. No. 812,206. (See cut.) Michael S. Iverson, New York, N. Y. A series of buckets are so attached to a band conveyor that they are inverted while in the upper reach. The band runs upwardly over a wheel, over which and partly along the upper reach of the band runs a belt covering the mouths of the buckets while running up over the wheel and after they leave the wheel. The lighter has bins whose flooring slopes downwardly from the sides to the center of the vessel, there being gates in the flooring along the middle line of the vessel. Beneath the gates run the lower reach of two band conveyors, discharging into a pair of buckets raised by elevators.

Imports and Exports of Beans and Peas.

Imports of beans and peas during 1905 were 461,891 bus.; compared with 689,334 bus. during 1904.

Exports of beans and peas during 1905 were 420,460 bus.; compared with 263,097 bus. for 1904.

Exports of foreign beans and peas during 1905 were 47,632 bus.; compared with 81,395 bus. during 1904, as reported by O. P. Austin, chief of the bureau of statistics.

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